



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**Fwd: CPRA request (CD12.2019.06.14.a) (CD12.2019.07.12.e)**

1 message

**Bethelwel Wilson** <bethelwel.wilson@lacity.org>

Fri, Sep 27, 2019 at 8:46 AM

To: Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

----- Forwarded message -----

From: [REDACTED]  
Date: Thu, Sep 26, 2019, 8:24 PM  
Subject: Re: CPRA request (CD12.2019.06.14.a) (CD12.2019.07.12.e)  
To: <councilmember.lee@lacity.org>  
Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good evening, CD12.

Please advise. This request is more than 10 weeks old at this point without a production.

Thanks!

Adrian

On Fri, Jul 12, 2019, at 7:30 PM, [REDACTED] wrote:

> Hi Mr. Sweeney,  
>  
> Thank you again for the complete and entirely reputable job CD12 did at  
> your behest in responding to this request.  
>  
> Interestingly, it appears from the instructions you circulated to  
> staff, a copy of which I'm attaching for reference, that it is possible  
> for users of the City Gmail system to select emails by label and have  
> the system create a download link for them. In my experience the  
> result of this process is an MBOX file.  
>  
> I see that you asked staff to send the results to you. Can you please  
> send those original downloads to me whatever format they're in? They  
> would be incredibly much more useful to me than these PDF spools. Also,  
> they're public records in themselves, and this is a request for them.  
> Obviously just the Drive links would suffice if that's what you have.

&gt; Thanks,

&gt; Adrian

&gt; On Fri, Jul 12, 2019, at 1:37 PM, [REDACTED] wrote:

&gt; &gt; OK, thanks!

&gt; &gt; On Fri, Jul 12, 2019, at 1:33 PM, Colin Sweeney wrote:

> > > The search was done based upon satisfying EITHER criteria you laid out.  
> > > A document only had to satisfy a single condition to appear. These are  
> > > all the document responsive to your request.

&gt; &gt; &gt; C

&gt; &gt; &gt; On Fri, Jul 12, 2019 at 1:25 PM [REDACTED] wrote:

&gt; &gt; &gt; Thank you, Mr. Sweeney.

&gt; &gt; &gt; I read the instructions you sent to staff to do the search and I am afraid that you have misconstrued my request.

However, on rereading it I can see that I was not clear.

>>>>

>>>> I am looking here for all such emails that satisfy EITHER criterion A OR criterion B. It's clear from your memorandum that the search that was done was for emails satisfying both criteria simultaneously.

>>>>

>>>> Therefore please redo, and thanks again for all your help.

>>>>

>>>> Adrian

>>>>

>>>> On Fri, Jul 12, 2019, at 11:54 AM, Colin Sweeney wrote:

>>>> > The attached document contains all records responsive to your request.

>>>> >

>>>> > Homlessness PRA - Completed.pdf

>>>> > <[https://drive.google.com/a/lacity.org/file/d/19ipAYVBBrm\\_V9WsmYNA9nx-J0V\\_ByuLn/view?usp=drive\\_web](https://drive.google.com/a/lacity.org/file/d/19ipAYVBBrm_V9WsmYNA9nx-J0V_ByuLn/view?usp=drive_web)>

>>>> >

>>>> >

>>>> > On Fri, Jun 28, 2019 at 4:05 PM Colin Sweeney <colin.sweeney@lacity.org> wrote:

>>>> >> Hi Adrian,

>>>> >>

>>>> >> We have received your request and are in the process of collecting responsive documents. They will be delivered no later than July 12, 2019,

>>>> >>

>>>> >> Best,

>>>> >> Colin Sweeney

>>>> >>

>>>> >> On Fri, Jun 14, 2019 at 9:03 AM [REDACTED] wrote:

>>>> >>> Good morning, Mr. Sweeney.

>>>> >>>

>>>> >>>

>>>> >>> Today I am looking for

>>>> >>>

>>>> >>>

>>>> >>> A. emails between CD12 staff or Mr. Smith from 2019 and any of the following folks:

>>>> >>>

>>>> >>> 1. Charles Dinse -- email address is either 34920@lapd.lacity.org or 34920@lapd.online

>>>> >>> 2. Fern White (AKA Fern Peskin-White AKA Fern Peskin) -- don't know email address, please search on both "fern white" and "peskin"

>>>> >>> 3. Eileen Blazi -- don't know email address -- please search on "blazi"

>>>> >>> 4. Sean Brown -- email address is either 36253@lapd.lacity.org or 36253@lapd.online

>>>> >>> 5. Duc Dao -- email address is either 34218@lapd.lacity.org or 34218@lapd.online

>>>> >>>

>>>> >>>

>>>> >>> B. emails in possession of CD12 field deputies from 2019 containing any one of words:

>>>> >>>

>>>> >>> 1. transient

>>>> >>> 2. zombie

>>>> >>> 3. zombies

>>>> >>>

>>>> >>>

>>>> >>> C. material related to Mr. Smith's decision to move to oppose AB516

>>>> >>>

>>>> >>> 1. intra-CD12 emails that contain phrase "AB516"

>>>> >>> 2. briefing sheets, talking points, related things about this motion

>>>> >>> 3. similar material

>>>> >>>

>>>> >>>

>>>> >>> Thank you, Mr. Sweeney, for your help!

>>>> >>>

>>>> >>> Adrian

>>>> >>

>>>> >>

>>>> >> --

>>>> >> \*Colin Sweeney\*

>>>> >>

>>>> >> \*Communications Director\*



>>>>>  
>>>>>> \*Office of Councilmember Greig Smith\*  
>>>>>  
>>>>>> \*Council District 12\*  
>>>>>  
>>>>>> \*City Hall: \*\*213-473-7012\*  
>>>>>  
>>>>>> \*Community Service Center: \*\*818-882-1212\*  
>>>>>  
>>>>>> \*e: \*\*Councilmember.Smith@lacity.org\*\* |\*\* w:\*\* \*\*CD12.org <<https://cd12.org/>>\*\* \*  
>>>>>  
>>>>>>  
>>>>>  
>>>>>  
>>>>> --  
>>>>>> \*Colin Sweeney\*  
>>>>>  
>>>>>> \*Communications Director\*  
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>>>>>> \*Office of Councilmember Greig Smith\*  
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>>>>

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Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**Fwd: CPRA request (CD12.2019.07.12.a)**

2 messages

**Bethelwel Wilson** <bethelwel.wilson@lacity.org>  
To: Jessica Strobel <jessica.strobel@lacity.org>

Fri, Sep 27, 2019 at 8:43 AM

----- Forwarded message -----

From: [REDACTED]  
Date: Mon, Sep 16, 2019, 1:47 PM  
Subject: Re: CPRA request (CD12.2019.07.12.a)  
To: Colin Sweeney <colin.sweeney@lacity.org>  
Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Hi Mr. Wilson,

Can you or someone at the City Attorney's office opine on behalf of your client, CD12, and their claim that it's legal to forbid me from taking photographs while in an area I have a right to be in? Or that it's legal to forbid me from using my phone while inspecting records?

I'm also interested in your, or someone there, opinion on the clearly punitive nature of these restrictions. As I'm sure you know, I have a constitutional right to have local agencies comply with the CPRA. And while there are circumstances under which it's probably allowable to restrict access to records, like any restriction on constitutional rights the restriction must be narrowly tailored to serve some legitimate purpose. That's very, very clearly not what's going on here.

In short, can we work out some kind of deal where contrary to Mr. Sweeney's commands, I can get access to these records and make my own copies of them? Or even better, that Mr. Sweeney can continue sending electronic files to me at no charge like he does for all other requesters and did for me until he randomly decided to stop?

Thanks, Mr. Wilson, for your time!

Adrian

On Fri, Aug 16, 2019, at 9:18 AM, Colin Sweeney wrote:

If you wish to view the documents without charge, you may set a time to come to our office at Los Angeles City Hall. We will provide you a room to review such documents with pen and notepad. Documents you wish to copy or take with you will be charged at \$0.10 per page.

Best,  
Colin

On Thu, Aug 15, 2019 at 5:46 PM [REDACTED] wrote:

Hi Mr. Sweeney,

I'm just wondering about the status of this material.

Thanks,

Adrian

On Fri, Aug 9, 2019, at 4:12 PM, [REDACTED] wrote:

Hello again, Mr. Sweeney!

While we're discussing your frankly eccentric theory about charging for access to emails, I will need to take a look at these records in any format for which the City won't charge me.

Thanks,

Adrian

On Fri, Aug 9, 2019, at 4:03 PM [REDACTED] wrote:

Hi Mr. Sweeney,

As I am sure you know, the section you cite states explicitly that "The cost of duplication shall be limited to the direct cost of producing a copy of a record in an electronic format." I think it's possible that you're thinking of a different section than the one you cited, but it's surely not my job to read your mind.

For emails it is universally acknowledged, even by your own City Attorney, that this cost is zero. Please reconsider this bizarre claim and provide the records at no cost as every single department of the City of Los Angeles has done since time immemorial because, as I said and as you know, the law requires it.

Thanks,

Adrian

On Fri, Aug 9, 2019, at 4:02 PM, Colin Sweeney wrote:

Pursuant to Government Code section 6253.9(a)(2), the City is exercising its authority to recover the direct cost of producing a copy of your requested documents in an electronic format. We have determined that the direct cost of producing your documents is \$30. Please write a check payable to the City of LA, and after receipt, we will produce the requested documents to you.

Sincerely,  
Colin Sweeney

On Mon, Jul 29, 2019 at 9:40 AM Colin Sweeney <colin.sweeney@lacity.org> wrote:

Our office is responding to PRA's in the order in which they are received. We estimate we will have responsive documents to this PRA ready by end of this week.

On Sat, Jul 27, 2019 at 6:07 AM [REDACTED] wrote:

Hi Mr. Sweeney,

I'm just checking on the status of this. A response was due on Monday.

Thanks!

Adrian

On Fri, Jul 12, 2019, at 1:40 PM, [REDACTED] wrote:

> Good morning, Mr. Sweeney.

>

> Today I am looking for emails between CD12 staff or Mr. Smith from 2018

> and any of the following folks OR containing any of the given words:

>

> 1. Charles Dinse -- email address is either 34920@lapd.lacity.org or

> 34920@lapd.online

> 2. Fern White (AKA Fern Peskin-White AKA Fern Peskin) -- don't know

> email address, please search on both "fern white" and "peskin"

> 3. Eileen Blazi -- don't know email address -- please search on "blazi"

> 4. Sean Brown -- email address is either 36253@lapd.lacity.org or

> 36253@lapd.online

> 5. Duc Dao -- email address is either 34218@lapd.lacity.org or

> 34218@lapd.online

- > 6. transient
- > 7. zombie
- > 8. zombies
- >
- > Thank you, Mr. Sweeney, for your help!
- >
- > Adrian
- >

--  
**Colin Sweeney**  
Communications Director  
Office of Councilmember Greig Smith  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: Councilmember.Smith@lacity.org | w: CD12.org



**COUNCIL DISTRICT 12**

--  
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## COUNCIL DISTRICT 12

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**Colin Sweeney** <colin.sweeney@lacity.org>  
To: Jessica Strobel <jessica.strobel@lacity.org>

Tue, Oct 8, 2019 at 4:43 PM

[Quoted text hidden]

Sent using Federation Communicator



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

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**Fwd: Fwd: CPRA request (LAATTY.2019.07.16.a)**

1 message

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**Bethelwel Wilson** <bethelwel.wilson@lacity.org>  
To: Jessica Strobel <jessica.strobel@lacity.org>

Wed, Oct 9, 2019 at 2:22 PM

----- Forwarded message -----

**From: Bethelwel Wilson** <bethelwel.wilson@lacity.org>**Date:** Mon, Aug 12, 2019 at 4:35 PM**Subject:** Re: Fwd: CPRA request (LAATTY.2019.07.16.a)**To:** [REDACTED]**Cc:** Frank Mateljan <frank.mateljan@lacity.org>, Colin Sweeney <colin.sweeney@lacity.org>

Hello Mr. Riskin,

The facts of *National Lawyers Guild* are focused on video, because that is what was requested by the party that filed the writ in that case. The fundamental underlying question addressed by the court, however, is whether the redaction of exempt electronic data from non-exempt data files falls within the meaning of the word "extraction." The court said it does. The issue about the sophistication of software used to make the redactions was extraneous to the court's interpretation of the meaning of the word "extraction" and only went to whether the agency could legally include the time it took to research and acquire the best software to the total number of hours that staff billed for the request. We will not bill you for that procurement time since our office already has software sufficient for that purpose.

It was both the legislature's intent and the court's opinion that there is a distinct difference between the review and redaction of electronic records and the review and redaction of paper records. Because we are "extracting" exempt data from otherwise non-exempt data, Gov Code section 6253.9 allows our office to charge a fee to recover the cost of producing the redacted copy of that record.

As for the search for emails more broadly, from a purely technical perspective, querying an email search box with either Boolean search terms or logical operators is "programming" and/or "extraction" that compiles the responsive data from the email data set. However, our office would not be including that time in its quote. For copies of emails that do not need to be redacted, a quoted fee for electronic copies would be limited to the direct cost of producing a copy of a record in an electronic format, which is the time it takes to export the responsive copies from Gmail and copy them onto the method of delivery (ftp, flash drive, CD, pdf. etc.). The City is not alone in charging for copies provided to requesters in the electronic - Anaheim and San Jose, among other cities, charge requesters for the cost of producing records in an electronic format.

We are not resistant to providing electronic file formats. We previously provided you with pst emails and waived the fee. In that request, however, there were no redactions that needed to be made. The issue here is ensuring that redactions are properly made and that they cannot be unredacted. With paper redactions and scanned copies of those redactions, we can be certain that the underlying information cannot be unredacted. And for the time it takes to do electronic redactions, as noted in *National Lawyers Guild*, the legislature decided that cost should be borne by the requester and not the public.

Here is our quote for providing electronic copies of this request: **\$32**. Ultimately, as I noted in my prior email, the decision is yours to make whether you would prefer paper or electronic copies. If you are still interested in receiving electronic copies of other requests sent by you to our office over the past two weeks, please let us know so we can update you with quotes accordingly.

On Thu, Aug 8, 2019 at 6:47 PM [REDACTED] wrote:

Dear Mr. Wilson,

First of all, NLG v. Hayward is about redaction of video, which required in that case some kind of special software. The argument is based on an interpretation of the word "extraction" that, it is argued, includes "redaction." Since we're not talking about redaction here, or if we are no specialized software is required to redact an MBOX file, it being pure text and redactable in Notepad, NLG v. Hayward is not at all on point. There is no possible world in which opening a text file in a text editor and using find/replace to XXXXXXXX stuff out is programming. This, Mr. Wilson, is silly.

Which leaves us with your claim that exporting MBOXes from Gmail is extraction in the sense of section 6253.9(b)(2). However, it does not apply here, Mr. Wilson. The part that you left out of your excerpt makes that very clear. The subsection says:

the requester shall bear the cost of producing a copy of the record, including the cost to construct a record, and the cost of programming and computer services necessary to produce a copy of the record when either of the following applies:

...

(2) The request would require data compilation, extraction, or programming to produce the record.

As you can see, the subsection allows the City to charge if extraction is required to produce the record. But in the case of exporting in MBOX format, even granting arguendo that this is extraction, the record is not being produced. A copy is being produced. Just as a copy is being produced when the City exports emails to PDF format, or when the City exports spreadsheets from the proprietary Google format in which they live on Google's servers, to XLSX format. If your interpretation here is correct, then, the law would allow the City to charge for producing copies of any electronic record in any electronic format as long as the record was stored on a Google server. Copying a file from a hard drive to Google Drive would be extraction and the City would be able to charge. That's obviously not right, so your argument must fail.

And even if you don't buy that, consider that exporting a record in a format is not extraction. Extraction in the context of electronic records must mean, if anything, the act of constructing a new record by selecting content from a more comprehensive whole. Like e.g. running a query against an SQL database or something. This is why no one uses the word "extraction" to describe exporting. This theory is also supported in the CPRA by the fact that in 6253(c)(4) the language describes the need to extract data as constituting an unusual circumstance. If creating an electronic copy were extracting then it would make no sense to describe it as unusual. It's the most usual thing that happens!

Finally, I wonder if you might explain why the City is so resistant to providing emails in MBOX format? It's far, far, far easier, faster, cheaper, and less wasteful than the kooky resource intensive methods you all use now. So not only is it required by law that the City produce emails in MBOX format, but you all wouldn't have to waste so much money and time printing emails on paper, marking stuff out with a marker, and then scanning them to PDF. What in the world is gained here?

Please reconsider, but also please provide a detailed quote based on the City's theory. Also send a corrected copy of the PDF please. And also send copies of the JPGs in JPG format or explain why you won't.

Thanks!

Adrian

On Thu, Aug 8, 2019, at 6:24 PM, Bethelwel Wilson wrote:

> Hello Mr. Riskin,

>

> Mr. Mateljan and I honor your will honor your objection and unredact the email address of Steve Boss.



>  
 > Regarding your request for mbox format, we can produce the requested documents in said format before the end of next week. The only way to produce the requested information is via extraction from Google Takeout to mbox. Programming would be required to redact the information in its mbox format. Government Code section 6253.9(b)(2) states that "the requester shall bear the cost of producing a copy of the record, including the cost to construct a record, and the cost of producing a copy of a record in an electronic format...when the request would require extraction...or programming." Recently, the state appellate court, in \*National Lawyers Guild v. City of Hayward \*(2018) Cal. App. 5th 937, upheld the authority of public agencies to recover costs for extraction and programming of electronic information as set forth in Section 6253.9(b)(2). We will review the scope of the request and put together a quote for how much it would cost for our staff to produce the requested information in mbox format and provide that quote to you as soon as possible. If you accept the quote, as soon as we receive payment, we will begin work on this request.

>  
 > If you prefer to keep with the pdf format, however, we will send you a corrected copy with the email address of Steve Boss unredacted.

>  
 >  
 >  
 >  
 >  
 > On Thu, Aug 8, 2019 at 4:33 PM [REDACTED] wrote:

>> Thank you, Mr. Mateljan.

>>  
 >> As I stated in my request I need these emails in MBOX format.

>>  
 >> I'm familiar with the City's arguments as to why the CPRA at section 6253.9(a)(1) doesn't require the City to produce emails from Gmail as MBOX. I believe those arguments are unsound, but nevertheless here I am relying on section 6253.9(a)(2), which states in pertinent part that: "Each agency shall provide a copy of an electronic record in the format requested if the requested format is one that has been used by the agency to create copies for its own use".

>>  
 >> The agency is the City of Los Angeles, which, in the person of a bunch of staffers over at CD12, export Gmail as MBOXes for their own use. Furthermore, so does ITA. If you have any colorable argument as to why that subsection doesn't require the City of Los Angeles to provide emails in MBOX format I would be happy to consider it.

>>  
 >> Also attached are Colin Sweeney's instructions to CD12 staff as to how to export emails from Gmail as MBOX files. This serves two purposes. First, it's evidence that the City of Los Angeles does in fact use the MBOX format to create copies for its own use. Second, it will teach you how to do it if you don't already know. Note that only Part 1 need be followed here. The rest of the instructions aren't relevant.

>>  
 >> Thanks for your anticipated assistance in this matter.

>>  
 >> Adrian

>>  
 >> On Thu, Aug 8, 2019, at 10:57 AM, Frank Mateljan wrote:

>> >  
 >> > Pursuant to your request under the California Public Records Act, received on July 16, 2019 (see below for reference) please find responsive emails from Deputy City Attorney Taylor in the link below.

>> > 2019-08-08 Taylor Emails.pdf <[https://drive.google.com/a/lacity.org/file/d/16n4GAzdaQCeTg4oNUiufftAUdyUEGYxX/view?usp=drive\\_web](https://drive.google.com/a/lacity.org/file/d/16n4GAzdaQCeTg4oNUiufftAUdyUEGYxX/view?usp=drive_web)>

>> > Best regards,  
 >> > Frank Mateljan

>> >  
 >> > ----- Forwarded message -----  
 >> > From: Mike Dundas <mike.dundas@lacity.org>  
 >> > Date: Sat, Aug 3, 2019, 3:19 PM  
 >> > Subject: Fwd: CPRA request (LAATTY.2019.07.16.a)  
 >> > To: Bethelwel Wilson <bethelwel.wilson@lacity.org>

>> >  
 >> >  
 >> > ----- Forwarded message -----  
 >> > From: [REDACTED]  
 >> > Date: Fri, Aug 2, 2019 at 9:11 PM  
 >> > Subject: Re: CPRA request (LAATTY.2019.07.16.a)  
 >> > To: Mike Dundas <mike.dundas@lacity.org>

>> >  
 >> >  
 >> > Hi Mr. Dundas,



>> >

>> > I realized just now that I made this request broader than I meant to. My purpose in excluding lacity.org emails was to try to minimize the number of A/C privileged records that would come up. But it just occurred to me that there are as likely to be A/C privileged emails that do not include a correspondent at lacity.org but which do include correspondents at lapd.online. Therefore I would like to amend it to be for emails that meet the stated criteria but which include at least one correspondent NOT at EITHER lacity.org OR lapd.online.

>> >

>> > Thanks!

>> >

>> > Adrian

>> >

>> > On Tue, Jul 30, 2019, at 4:51 PM, Mike Dundas wrote:

>> > Mr. Riskin,

>> >

>> > This email is in response to your request received by the LA City Attorney's Office seeking records relating to Gabrielle Taylor pursuant to the California Public Records Act (CPRA).

>> >

>> > Please be advised that this office finds that "unusual circumstances" exist with respect to the request, as that term is defined in California Government Code section 6253(c). Unusual circumstances exist because of the need to search for, collect, and appropriately examine a voluminous amount of separate and distinct records in order to respond to the request. We will make a determination concerning your request on or before August 9, 2019.

>> >

>> > Mike Dundas

>> > Deputy City Attorney

>> >

>> > On Tue, Jul 16, 2019 at 5:14 AM [REDACTED] wrote:

>> > Good morning, Mr. Dundas.

>> >

>> > I am looking today for 2019 emails in the possession of Gabrielle P. Taylor which include at least one correspondent (meaning to/from/cc/bcc) email address which is NOT at lacity.org AND which either are to/from/cc/bcc any accounts at the following domains OR include any of the listed search terms:

>> >

>> > 1. arroyosecodg.com

>> > 2. 2619

>> > 3. genske

>> > 4. "steve boss"

>> >

>> > I need copies of these emails in MBOX format, which the City's Gmail system allows each user to export via Google Takeouts. Please note that provision of emails in this format is required by the CPRA at section 6253.9. If you all need help in executing the export procedure you might contact Colin Sweeney of CD12, who has prepared a handy instruction sheet for City email users responding to CPRA requests.

>> >

>> > Note that MBOX files are structured text and can therefore be redacted without altering the file format using find/replace in a text editor (NOT a word processor) to replace actually exempt information with innocuous symbols such as ++++++ or something similar. I also need copies of ALL attachments to these emails in their own native formats. These will automatically be included in the MBOX export.

>> >

>> > Thank you for your help, Mr. Dundas.

>> >

>> > Adrian

>> >

>> > -

>> > \*Frank T. Mateljan III\*

>> > CPRA Team - General Counsel Division

>> >

>> > Office of City Attorney Mike Feuer

>> >

>> > 200 N. Main Street, Suite 800

>> > City Hall East, Mail Stop 140

>> >

>> > Los Angeles, CA 90012

>> > frank.mateljan@lacity.org

>> >

>> >

>> >

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&gt;&gt; &gt;

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&gt;&gt; &gt; \*\*\*\*\*

&gt;&gt; &gt;

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&gt;&gt; &gt; \*\*\*\*\*

&gt;

&gt;

&gt; --

&gt; \*Bethelwel Wilson\*

&gt; Deputy City Attorney

&gt; General Counsel Division

&gt; Los Angeles City Attorney's Office

&gt; 200 N. Main Street, 8th Floor

&gt; City Hall East, Mail Stop 140

&gt; Los Angeles, CA 90012

&gt; bethelwel.wilson@lacity.org

&gt;

&gt;

&gt;

&gt;

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&gt; \*\*\*\*\*

&gt;

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&gt; \*\*\*\*\*

**Bethelwel Wilson**  
Deputy City Attorney  
General Counsel Division  
Los Angeles City Attorney's Office  
200 N. Main Street, 8th Floor  
City Hall East, Mail Stop 140  
Los Angeles, CA 90012  
bethelwel.wilson@lacity.org



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\*\*\*\*\*

**Bethelwel Wilson**  
Deputy City Attorney  
General Counsel Division  
Los Angeles City Attorney's Office  
200 N. Main Street, 8th Floor  
City Hall East, Mail Stop 140  
Los Angeles, CA 90012  
bethelwel.wilson@lacity.org



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\*\*\*\*\*

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\*\*\*\*\*







Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**Fwd: CPRA request (CD12.2019.07.29.a)**

■ messages

Councilmember Lee <councilmember.lee@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Thu, Sep 26, 2019 at 11:04

This request was sent multiple (like 6) times tonight. Public records.  
 CC

Office of Councilmember John S. Lee  
 Council District 12  
 City Hall: 213-473-7012  
 Community Service Center: 818-882-1212  
 e: Councilmember.Lee@lacity.org | CD12.org

**Forwarded message**

From: [REDACTED]  
 Date: Thu, Sep 26, 2019 at 8:26 PM  
 Subject: Re: CPRA request (CD12.2019.07.29.a)  
 To: <councilmember.lee@lacity.org>  
 Cc: [REDACTED] Wilson <bethelwel.wilson@lacity.org>

Good evening, CD12.

Please advise. This request is more [REDACTED] weeks old [REDACTED] this point without [REDACTED] production.

Thanks!

Adrian

On Mon, Jul 29, 2019, at 10:16 AM, [REDACTED] wrote:  
 > Good morning, Mr. Sweeney.

>  
 > Today I am looking for records sufficient to allow me to determine [REDACTED]  
 > names of all files on each CD12 staff member's Google Drive storage [REDACTED]  
 > well [REDACTED] on Mr. Smith's. Additionally I would like records sufficient  
 > to allow me to determine the names of all files present on each [REDACTED]  
 > member's computer(s) [REDACTED] well as Mr. Smith's that contain the string  
 > "takeout".

>  
 > Although something more than screenshots is probably required by the  
 > law, in the spirit of cooperation which ought, in both directions of  
 > course, to animate, underlie, and inspire interactions between citizens  
 > and employees of the institutions we create for no purpose other than  
 > to [REDACTED] our citizenish interests, I will be happy to accept  
 > screenshots if they're easier to produce than those fully-compliant  
 > alternatives.

>  
 > Thanks, Mr. Sweeney!

>  
 > Adrian

Bethelwel Wilson <bethelwel.wilson@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Fri, Sep 27, [REDACTED] at 8:47 AM

[Quoted text hidden]

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To: councilmember.lee@lacity.org, Jessica Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Sun, Oct 6, 2019 at 11:31 AM

Hi everyone!!

Just wondering what's going on with this. An initial response was due about two months ago and no one at the City in general or at CD12 in particular has even acknowledged the existence of the request. At this point the staff has turned over and it seems likely or at least possible that you all have destroyed responsive records or allowed them to be destroyed even knowing, obviously, that they might well be evidence in potential litigation. Not cool, CD12. Please advise me as to the status very soon!

10/28/2019

City of Los Angeles Mail - Fwd: CPRA request (CD12.2019.07.29.a)

thanks,

adrian

[Quoted text hidden]

Jessica Strobel <jessica.strobel@lacity.org>

Tue, Oct 15, 2019 at 2

To: [REDACTED]  
Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good afternoon,

We have received your request and are in the process of collecting responsive documents. They will be delivered no later than October 29, 2019.

Best,

Jessie

[Quoted text hidden]

Jessie Strobel  
Communications Director  
Office of Councilmember John S. Lee  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: Councilmember.Lee@lacity.org | w: CD12.org





Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**Fwd: CPRA request (CD12.2019.06.14.a)**

5 messages

Colin Sweeney <colin.sweeney@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Tue, Oct 8, 2019 at 3:41 PM

----- Forwarded message -----

From: [REDACTED]  
 Date: Fri, Jul 12, 2019 at 1:37 PM  
 Subject: Re: CPRA request (CD12.2019.06.14.a)  
 To: Colin Sweeney <colin.sweeney@lacity.org>

OK, thanks!

On Fri, Jul 12, 2019, at 1:33 PM, Colin Sweeney wrote:

> The search was done based upon satisfying EITHER criteria you laid out.  
 > A document only [REDACTED] to satisfy a single condition to appear. These [REDACTED]  
 > all the document responsive to your request.

&gt; C

&gt; On Fri, Jul 12, 2019 at 1:25 PM [REDACTED] wrote:

&gt;&gt; Thank you, Mr. Sweeney.

&gt;&gt; I read the instructions you sent to staff to do the search and I am afraid that you have misconstrued my request. However, on rereading it I [REDACTED] that I was not clear.

&gt;&gt; I am looking here for all such emails that satisfy EITHER criterion A OR criterion B. It's clear from your memorandum that the search that was done [REDACTED] for emails satisfying both criteria simultaneously.

&gt;&gt; Therefore please redo, and thanks again for all your help.

&gt;&gt; Adrian

&gt;&gt; On Fri, Jul 12, 2019, at 11:54 AM, Colin Sweeney wrote:

&gt;&gt; &gt; The attached document contains all records responsive to your request.

&gt;&gt; &gt; Homelessness PRA - Completed.pdf

>> > <[https://drive.google.com/a/lacity.org/file/d/1SlpAYVBBrm\\_V9WsmYNA9nx-J0V\\_ByuLn/view?usp=drive\\_web](https://drive.google.com/a/lacity.org/file/d/1SlpAYVBBrm_V9WsmYNA9nx-J0V_ByuLn/view?usp=drive_web)>

&gt;&gt; &gt; On Fri, Jun 28, 2019 at 4:05 PM Colin Sweeney &lt;colin.sweeney@lacity.org&gt; wrote:

&gt;&gt; &gt;&gt; Hi Adrian,

&gt;&gt; &gt;&gt; [REDACTED] have received your request and are in the process of collecting responsive documents. They will be delivered no later than July 12, 2019,

&gt;&gt; &gt;&gt; Best,

&gt;&gt; &gt;&gt; Colin Sweeney

&gt;&gt; &gt;&gt; On Fri, Jun 14, 2019 at 9:03 AM [REDACTED] wrote:

&gt;&gt; &gt;&gt; Good morning, Mr. Sweeney.

&gt;&gt; &gt;&gt; Today I am looking for

&gt;&gt; &gt;&gt; A. emails between CD12 [REDACTED] or Mr. Smith from 2019 and any of the following folks:

&gt;&gt; &gt;&gt; &gt; 1. Charles Dineo – email address is either 34920@lapd.lacity.org or 34920@lapd.online

&gt;&gt; &gt;&gt; &gt; 2. Fern White (AKA Fern Peskin-White AKA Fern Peskin) – don't know email address, please search [REDACTED] both "fern white" and "peskin"

&gt;&gt; &gt;&gt; &gt; 3. Eileen Blazi – don't know email address – please search on "blazi"

&gt;&gt; &gt;&gt; &gt; 4. Sean Brown – email address is either 36253@lapd.lacity.org or 36253@lapd.online

&gt;&gt; &gt;&gt; &gt; 5. Duc Dao – email address is either 34218@lapd.lacity.org or 34218@lapd.online

&gt;&gt; &gt;&gt; B. emails in possession of CD12 field deputies from 2019 containing any [REDACTED] of words:

&gt;&gt; &gt;&gt; &gt; 1. transient

&gt;&gt; &gt;&gt; &gt; 2. zombie

&gt;&gt; &gt;&gt; &gt; 3. zombies

&gt;&gt; &gt;&gt; C. material related to Mr. Smith's decision [REDACTED] to oppose AB516

&gt;&gt; &gt;&gt; &gt; 1. intra-CD12 emails that contain phrase "AB516"

&gt;&gt; &gt;&gt; &gt; 2. briefing sheets, talking points, related things about this motion

&gt;&gt; &gt;&gt; &gt; 3. similar material

&gt;&gt; &gt;&gt; Thank you, Mr. Sweeney, for your help!

&gt;&gt; &gt;&gt; Adrian

&gt;&gt; &gt;&gt; \*Colin Sweeney\*

&gt;&gt; &gt;&gt; \*Communications Director\*

<https://mail.google.com/mail/u/0?ik=63ca33a171&view=pt&search=all&permthid=thread-f%3A1646866757034121473&simpl=msg-f%3A16468667570...> 2/3



Bethelwel Wilson <bethelwel.wilson@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Tue, Oct 8, 2019 ■ 3:58 PM

**Bethelwel Wilson**  
 Deputy City Attorney  
 General Counsel Division  
 Los Angeles City Attorney's Office  
 200 N. Main Street, 8th Floor  
 City Hall East, Mail Stop 140  
 Los Angeles, CA 90012  
 bethelwel.wilson@lacity.org

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Jessica Strobel <jessica.strobel@lacity.org>  
 To: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Tue, Oct 8, 2019 at 3:59 PM

Jessica Strobel <jessica.strobel@lacity.org>  
 To: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Tue, Oct 15, 2019 at 2:22 PM

Good afternoon,

In response to your CPRA request entitled FWD: CPRA request (CD12.2019.07.12.a) received on October 6, 2019. Pursuant to this email chain, this request has already been completed.

Best,  
 Jessie

----- Forwarded message -----

From: Colin Sweeney <colin.sweeney@lacity.org>  
 Date: Tue, Oct 8, 2019 at 3:42 PM  
 Subject: Fwd: CPRA request (CD12.2019.06.14.a)  
 To: Jessica Strobel <jessica.strobel@lacity.org>

[Quoted text hidden]

[Quoted text hidden]



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**Fwd: CPRA request (CD12.2019.07.12.d)**

4 messages

Bethelwel Wilson <bethelwel.wilson@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Fri, Sep 27, 2019 at 8:46 AM

----- Forwarded -----  
 From: [REDACTED]  
 Date: Thu, Sep 26, 2019, 8:24 PM  
 Subject: Re: CPRA request (CD12.2019.07.12.d)  
 To: <councilmember.lee@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good evening, CD12.

Please advise. This request is more [REDACTED] 10 weeks [REDACTED] this point without [REDACTED] production.

Thanks!

Adrian

On Fri, Jul 12, 2019, at 7:08 PM, [REDACTED] wrote:  
 > Good evening, Mr. Sweeney.  
 >  
 > I [REDACTED] looking to obtain [REDACTED] to all 2018 and 2019 emails between  
 > (equals to/from/cc/bcc) CD12 staff incl. Mr. Smith and any accounts  
 > whatsoever at powdercoater.com. I will also need copies of all  
 > attachments in their native formats as required by the CPRA.  
 >  
 > Thank you, Mr. Sweeney!  
 >  
 > Adrian

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\*\*\*\*\*

To: councilmember.lee@lacity.org, [REDACTED] Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Sun, Oct 6, 2019 at 11:27 AM

Good morning, CD12

Please [REDACTED] me know what the present [REDACTED] of this [REDACTED] is.

Thanks!

Adrian

[Quoted text hidden]

Colin Sweeney <colin.sweeney@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Tue, Oct 8, [REDACTED] 4:32 PM

----- Forwarded message -----  
 From: Colin Sweeney <colin.sweeney@lacity.org>  
 Date: Fri, Aug 9, 2019 at 4:05 [REDACTED]  
 Subject: Re: CPRA request (CD12.2019.07.12.d)  
 To: [REDACTED]

Pursuant to Government Code section 6253.9(a)(2), the City is exercising its authority to recover [REDACTED] direct cost of producing [REDACTED] copy of your requested documents in [REDACTED] electronic format. We have determined that the direct cost of producing your documents is \$30. Please write a check payable to the City of LA, and after receipt, [REDACTED] will produce the requested documents to you.

Sincerely,  
 Colin Sweeney

On Mon, Jul 29, 2019 [REDACTED] 9:39 AM Colin Sweeney <colin.sweeney@lacity.org> wrote:  
 Our office is responding to PRA's in the order in which they [REDACTED] received. We estimate we will have responsive documents to [REDACTED] PRA ready by end of this week.

On Sat, Jul 27, 2019 [REDACTED] 6:09 AM [REDACTED] wrote:  
 Hi Mr. Sweeney,

I'm just checking on the status of this. A response was due on Monday.

Thanks!

Adrian

On Fri, Jul 12, 2019, at 7:08 PM, [REDACTED] wrote:  
 > Good evening, Mr. Sweeney.  
 >

> I am looking to obtain access to all 2018 and 2019 emails between  
 > (equals to/from/cc/bcc) CD12 staff incl. Mr. Smith and any accounts  
 > whatsoever at powdercoater.com. I will also need copies of all  
 > attachments in their native formats ■ required by the CPRA.  
 >  
 > Thank you, Mr. Sweeney!  
 >  
 > Adrian

Colin Sweeney  
 Communications Director  
 Office of Councilmember Greig Smith  
 Council District 12  
 City Hall: 213-473-7012  
 Community Service Center: 818-882-1212  
 e: Councilmember.Smith@lacity.org | w: CD12.org



**COUNCIL DISTRICT 12**

Colin Sweeney  
 Communications Director  
 Office of Councilmember Greig Smith  
 Council District 12  
 City Hall: 213-473-7012  
 Community Service Center: 818-882-1212  
 e: Councilmember.Smith@lacity.org | w: CD12.org



**COUNCIL DISTRICT 12**

Sent using Federation Communicator

Jessica Strobel <jessica.strobel@lacity.org>

Tue, Oct 15, 2019 at 2

To: [REDACTED]  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good afternoon,

Please see the attached responsive documents.

Best,  
 Jessie

 Powdercoater.zip

[Quoted text hidden]

Jessie Strobel  
 Communications Director  
 Office of Councilmember John S. Lee  
 Council District 12  
 City Hall: 213-473-7012  
 Community Service Center: 818-882-1212  
 e: Councilmember.Lee@lacity.org | w: CD12.org





Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**Fwd: CPRA request (CD12.2019.07.12.c)**

4 messages

Bethelwel Wilson <bethelwel.wilson@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Fri, Sep 27, 2019 at 8:45 AM

----- Forwarded message -----

From: [REDACTED]  
 Date: Thu, Sep 26, 2019, 8:23 PM  
 Subject: Re: CPRA request (CD12.2019.07.12.c)  
 To: <councilmember.lee@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good evening, CD12.

Please advise. This request is more [REDACTED] 10 weeks old [REDACTED] this point without [REDACTED] production.

Thanks!

Adrian

On Fri, Jul 12, 2019, at 7:06 PM, [REDACTED] wrote:

> Good evening, Mr. Sweeney.  
 >  
 > I am looking to obtain access to [REDACTED] 2018 and 2019 emails between  
 > (equals to/from/cc/bcc) CD12 staff incl. Mr. Smith and any accounts  
 > whatsoever at:  
 >  
 > 1. ekapr.com  
 > 2. lachamber.com  
 > 3. ccala.org  
 >  
 > I will also need copies of all attachments in their native formats [REDACTED]  
 > required by the CPRA.  
 >  
 > Thank you, Mr. Sweeney!  
 >  
 > Adrian

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\*\*\*\*\*

To: councilmember.lee@lacity.org, Jessica Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Sun, Oct 6, 2019 at 11:26 AM

Good morning, CD12!

Just wondering what's going on with this.

Thanks,

Adrian

[Quoted text hidden]

Colin Sweeney <colin.sweeney@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Tue, Oct 8, 2019 at 4:33 PM

----- Forwarded message -----

From: Colin Sweeney <colin.sweeney@lacity.org>  
 Date: Fri, Aug 9, 2019 at 4:03 PM  
 Subject: Re: CPRA request (CD12.2019.07.12.c)  
 To: [REDACTED]

Pursuant to Government Code section 6253.9(a)(2), the City is exercising its authority to recover the direct cost of producing [REDACTED] copy of your requested documents in an electronic format. We have determined that the direct cost of producing your documents is \$30. Please write a check payable to the City of LA, and after receipt, we will produce the requested documents to you.

Sincerely,  
 Colin Sweeney

On Mon, Jul 29, 2019 at 9:39 AM Colin Sweeney &lt;colin.sweeney@lacity.org&gt; wrote:

Our office is responding to PRA's in the order in which they are received. We estimate [REDACTED] will have responsive documents to this PRA ready by end of this week.

On Sat, Jul 27, 2019 at 6:06 AM [REDACTED] wrote:  
 Hi Mr. Sweeney,

I'm just checking [REDACTED] the status of this. A response was due on Monday.

Thanks!

Adrian

On Fri, Jul 12, 2019, at 7:06 PM, [REDACTED] wrote:

> Good evening, Mr. Sweeney.

>

> I am looking to obtain access to all 2018 and 2019 emails between  
> (equals to/from/cc/bcc) CD12 staff incl. Mr. Smith and any accounts  
> whatsoever at:

>

> 1. ekapri.com  
> 2. lachamber.com  
> 3. ccala.org

>

> I will also need copies of all attachments in their native formats as  
> required by the CPRA.

>

> Thank you, Mr. Sweeney!

>

> Adrian

Colin Sweeney  
Communications Director  
Office of Councilmember Greig Smith  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: Councilmember.Smith@lacity.org | w: CD12.org



**COUNCIL DISTRICT 12**

Colin Sweeney  
Communications Director  
Office of Councilmember Greig Smith  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: Councilmember.Smith@lacity.org | w: CD12.org



**COUNCIL DISTRICT 12**

Sent using Federation Communicator

Jessica Strobel <jessica.strobel@lacity.org>

Tue, Oct 15, 2019 at 2

To: [REDACTED]  
Cc: Bethelwei Wilson <bethelwei.wilson@lacity.org>

Good afternoon,

Please see the attached responsive documents.

Best,  
Jessie

Correspondence with Chambers.zip

[Quoted text hidden]

Jessie Strobel  
Communications Director  
Office of Councilmember John S. Lee  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: Councilmember.Lee@lacity.org | w: CD12.org







Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**Fwd: CPRA request (CD12.2019.07.17.a)**

4 messages

Wilson <bethelwel.wilson@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Fri, Sep 27, 2019 at 8:45 AM

----- Forwarded message -----

From: [REDACTED]  
 Date: Fri, Aug 16, 2019, 9:47 AM  
 Subject: Re: CPRA request (CD12.2019.07.17.a)  
 To: Bethelwel Wilson <bethelwel.wilson@lacity.org>  
 Cc: Colin Sweeney <colin.sweeney@lacity.org>

Good morning Mr Wilson.

I am writing to confirm that it is now the policy of the city of Los Angeles to require payment from members of the public who wish to [REDACTED] copies of public records using their own equipment. If this is indeed policy I hope you won't mind supplying [REDACTED] plausible authority for the theory that this policy is not a violation of the CPRA, let alone contrary to the first amendment right to take photographs in public.

This is without even addressing the fact that CD12's new policy is not only clearly meant to delay my access contrary to the CPRA, but it's clearly punitive as well and thus fails whatever rational basis tests are in force for restrictions by policy of rights guaranteed under the California Constitution. It's also pretty likely a violation of LAMC 49.5.5 by Mr. Sweeney.

And even if you don't buy any of that reasoning, i hope you will consider in advising Mr Sweeney that no city department other than cd12 currently has a policy like this. Many departments have announced such policies to me but not a single one has ever maintained them after speaking to the CA. There's pretty likely a good reason for that.

Thanks, Mr Wilson,

Adrian

On Fri, Aug 16, 2019, at 12:22 PM, Colin Sweeney wrote:

If you wish to view the documents without charge, you may set a time to come to our office at Los Angeles City Hall. We will provide you a room to review such documents with pen and notepad. Documents you wish to copy or take with you will be charged at \$0.10 per page.

Best,  
 Colin

On Thu, Aug 15, 2019 at 5:40 PM [REDACTED] wrote:  
 Hi Mr. Sweeney,

I'm awaiting a response to this.

Thanks,

Adrian

On Fri, Aug 9, 2019, at 4:12 PM, [REDACTED] wrote:  
 > Hello again, Mr. Sweeney!

>  
 > While we're discussing your frankly eccentric theory about charging for  
 > access to emails, I will need to take a look at these records in any  
 > format for which the City won't charge me.

>  
 > Thanks,

>  
 > Adrian

>  
 > On Fri, Aug 9, 2019, at 4:03 PM, [REDACTED] wrote:  
 > > Hi Mr. Sweeney,

> >  
 > > As I am sure you know, the section you cite states explicitly that "The  
 > > cost of duplication shall be limited to the direct cost of producing a  
 > > copy of a record in an electronic format." I think it's possible that  
 > > you're thinking of a different section than the one you cited, but it's  
 > > surely not my job to read your mind.

> >  
 > > For emails it is universally acknowledged, [REDACTED] by your [REDACTED] City  
 > > Attorney, that this cost is zero. Please reconsider this bizarre claim  
 > > and provide the records at no cost as every single department of the  
 > > City of Los Angeles has done since time immemorial because, [REDACTED] I said  
 > > and as you know, the law requires it.

> >  
 > > Thanks,

> >  
 > > Adrian

> >  
 > > On Fri, Aug 9, 2019, at 4:00 PM, Colin Sweeney wrote:

> > Pursuant to Government Code section 6253.9(a)(2), the City is exercising its authority to recover the direct cost of producing a copy of your requested documents in an electronic format. [REDACTED] have determined that the direct cost of producing your documents is \$30. Please write a check payable to the City of LA, and after receipt, we will produce the requested documents to you.

> > >  
 > > > Sincerely,  
 > > > Colin Sweeney

> > >  
 > > > On Sat, Aug 3, 2019 at 9:17 [REDACTED] wrote:  
 > > > Good morning, Mr. Sweeney.

> > >  
 > > > I am just checking on the status of this matter as a response was due last week but I have not received one.  
 > > >  
 > > > Thanks, Mr. Sweeney, for your help.  
 > > >  
 > > > Adrian  
 > > >  
 > > > On Wed, Jul 17, 2019, at 1:06 PM, [REDACTED] wrote:  
 > > > > Good morning, Mr. Sweeney.  
 > > > >  
 > > > > Today I am looking for emails in the possession of staff or Mr. Smith  
 > > > > from January 1, 2015 through July 14, 2019 which are to/from/cc/bcc  
 > > > > northridgebeautification@gmail.com along with all attachments in their  
 > > > > own native formats  
 > > > >  
 > > > > I need these in the MBOX format exported via Google Takeouts. When  
 > > > > emails are provided in this format their attachments are provided  
 > > > > automatically and no further action need be taken.  
 > > > >  
 > > > > Thank you so much for your help.  
 > > > >  
 > > > > Adrian  
 > > > >  
 > > > >  
 > > > > --  
 > > > > \*Colin Sweeney\*  
 > > > >  
 > > > > \*Communications Director\*  
 > > > >  
 > > > > \*Office of Councilmember Greig Smith\*  
 > > > >  
 > > > > \*Council District 12\*  
 > > > >  
 > > > > \*City Hall: \*\*213-473-7012\*  
 > > > >  
 > > > > \*Community Service Center: \*\*818-882-1212\*  
 > > > >  
 > > > > \*e: \*\*Councilmember.Smith@lacity.org\*\* | \*\* w:\*\* \*\*CD12.org <https://cd12.org/>\*\*\*"  
 > > > >  
 > > > >  
 > > > >  
 > > > >  
 > > > >

--  
 Colin Sweeney  
 Communications Director  
 Office of Councilmember Greig Smith  
 Council District 12  
 City Hall: 213-473-7012  
 Community Service Center: 818-882-1212  
 e: Councilmember.Smith@lacity.org | w: CD12.org



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Sun, Oct 6, 2019 11:29 AM

To: councilmember.lee@lacity.org, Jessica Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good morning, CD12

Please, I implore you, update me on this really old request.

thanks,

Adrian

On Thu, Sep 26, 2019, at 8:25 PM, [REDACTED] wrote:  
 > Good evening, CD12.

>  
 > Please advise. This request is more than 10 weeks old at this point  
 > without a production.

>  
 > Thanks!

[Quoted text hidden]

Colin Sweeney <colin.sweeney@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Tue, Oct 8, 2019 4:31 PM



----- Forwarded message -----

From: **Colin Sweeney** <colin.sweeney@lacity.org>  
 Date: Fri, Aug 9, 2019 at 4:00 PM  
 Subject: Re: CPRA request (CD12.2019.07.17.a)  
 To: [REDACTED]

Pursuant to Government Code section 6253.9(a)(2), the City is exercising its authority to recover the direct cost of producing a copy of your requested documents in an electronic format. We have determined that the direct cost of producing your documents is \$30. Please write a check payable to the City of LA, and after receipt, we will produce the requested documents to you.

Sincerely,  
 Colin Sweeney

On Sat, Aug 3, 2019 at 9:17 AM [REDACTED] wrote:  
 Good morning, Mr. Sweeney.

I am just checking on the status of this matter as a response was due last week but I have not received one.

Thanks, Mr. Sweeney, for your help.

Adrian

On Wed, Jul 17, 2019, at 1:06 PM, [REDACTED] wrote:

> Good morning, Mr. Sweeney.

>

> Today I am looking for emails in the possession of staff or Mr. Smith  
 > from January 1, 2015 through July 14, 2019 which are to/from/cc/bcc  
 > northridgebeautification@gmail.com along with all attachments in their  
 > own native formats

>

> I need these in the MBOX format exported via Google Takeouts. When  
 > emails are provided in this format their attachments are provided  
 > automatically and no further action need be taken.

>

> Thank you so much for your help.

>

> Adrian

[Quoted text hidden]

--

Sent using Federation Communicator

**Jessica Strobel** <jessica.strobel@lacity.org>  
 To: **adrian@123mail.org**  
 Cc: **Bethelwil Wilson** <bethelwil.wilson@lacity.org>

Tue, Oct 15, 2019 at 2

Good afternoon,

We have received your request and am in the process of collecting responsive documents. They will be delivered no later than October 29, 2019.

Best,  
 Jessie

[Quoted text hidden]

--

**Jessie Strobel**  
 Communications Director  
 Office of Councilmember John S. Lee  
 Council District 12  
 City 213-473-7012  
 Community Service Center: 818-812-1212  
 e: Councilmember.Lee@lacity.org | w: CD12.org





Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**Fwd: CPRA request (CD12. 2019.07.12.b)**

4 messages

Bethelwel Wilson <bethelwel.wilson@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>

Fri, Sep 27, 2019 at 8:45 AM

----- Forwarded message -----

From: [REDACTED]  
 Date: Thu, Sep 26, 2019, 8:23 PM  
 Subject: Re: CPRA request (CD12. 2019.07.12.b)  
 To: <councilmember.lee@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good evening, CD12.

Please advise. This request is [REDACTED] 10 weeks old at this point without [REDACTED] production.

Thank!

Adrian

On Fri, Jul 12, 2019, [REDACTED] 7:02 PM, [REDACTED] wrote:

> Good evening, Mr. Sweeney.  
 >  
 > I am looking for all emails present in the account  
 > citycouncilguy@yahoo.com that are public records by virtue of City of  
 > San Jose v. Superior Court (2017). I will need these in native format  
 > as required by the CPRA, which for Yahoo Mail means EML or MBOX. I will  
 > also [REDACTED] to see all attachments in native format, although this  
 > happens automatically when the emails themselves are exported natively.  
 >  
 > thank you for your help,  
 >  
 > Adrian

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\*\*\*\*\*

To: councilmember.lee@lacity.org, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Sun, Oct 6, 2019 [REDACTED] 11:25 [REDACTED]

Good morning, CD12!

Just wondering what's up with this, pls advise!

Adrian

[Quoted text hidden]

Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Tue, Oct 15, 2019 at 2

To: [REDACTED]  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good afternoon,

Colin Sweeney no longer works for our office, my name is Jessie Strobel and I will be handling CPRA requests for CD12 now.

Graig Smith no longer works for our office, we have [REDACTED] responsive documents for this request.

Best,  
 Jessie

[Quoted text hidden]

Jessie Strobel  
 Communications Director  
 Office of Councilmember John S. Lee  
 Council District 12  
 City Hall 213-473-7012  
 Community Service Center: 818-882-1212  
 [REDACTED] Councilmember.Lee@lacity.org | w: CD12.org



Tue, Oct 15, 2019 at 2:28 PM

[REDACTED]  
To: Jessica Strobel <jessica.strobel@lacity.org>  
Cc: Bethelwei Wilson <bethelwei.wilson@lacity.org>

Good afternoon, Mr Wilson.

Is it the position of the city of Los Angeles that the CPRA permits it to stall on a request for four months until its subject has retired and then use that fact to claim there are no responsive records? It seems clear that the law requires the city to have collected this material when I asked for it, not after Mr Smith's departure.

Thanks!

Adrian

[Quoted text hidden]



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**Fwd: CPRA request (CD12.2019.07.12.a)**

5 messages

Sun, Oct 6, 2019 at 11:23 AM

To: jessica.strobel@lacity.org, hannah.lee@lacity.org  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>, Frank Mateljan <frank.mateljan@lacity.org>

Good morning, CD12!

Just wondering what [REDACTED] status of this matter might be.

Thank you,

Adrian

— Original message —

From: [REDACTED]  
 To: collin.sweeney@lacity.org  
 Subject: CPRA request (CD12.2019.07.12.a)  
 Date: Friday, July 12, 2019 1:40 PM

Good morning, Mr. Sweeney.

Today I am looking for emails between CD12 staff or Mr. Smith from 2018 and any of the following [REDACTED] OR containing any of the given words:

1. Charles Dinse -- email address is either 34920@lapd.lacity.org or 34920@lapd.online
2. Fern White (AKA Fern Peskin-White AKA Fern Peskin) -- don't know email address, please search on both "fern white" and "peskin"
3. Eileen Blazi -- don't know email address -- please search on "blazi"
4. Sean Brown -- [REDACTED] address is [REDACTED] 36253@lapd.lacity.org or 36253@lapd.online
5. Duc Dao -- email address is either 34218@lapd.lacity.org or 34218@lapd.online
6. transient
7. zombie
8. zombies

Thank you, Mr. Sweeney, for your help!

Adrian

Frank Mateljan <frank.mateljan@lacity.org>  
 To: Jessica Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Mon, Oct 7, 2019 at 8:55 AM

best,  
 Frank  
 [Quoted [REDACTED] hidden]

**Frank T. Mateljan III**  
 CPRA Unit - General Counsel Division  
 Office of City Attorney Mike Feuer  
 200 N. Main Street, Suite 800  
 City [REDACTED] East, Mail Stop 140  
 Los Angeles, CA 90012  
 frank.mateljan@lacity.org



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Jessica Strobel <jessica.strobel@lacity.org>  
 To: [REDACTED]  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>, Frank Mateljan <frank.mateljan@lacity.org>

Tue, Oct 15, 2019 at 2

Good afternoon,

I am forwarding over an email that shows that Collin Sweeney completed this CPRA Request.

Best,

10/28/2019

City of Los Angeles Mail - Fwd: CPRA request (CD12.2019.07.12.a)

Jessie

[Quoted text hidden]

Jessie Strobel  
Communications Director  
Office of Councilmember John S. Lee  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-482-1212  
e: Councilmember.Lee@lacity.org | w: CD12.org



Tue, Oct 15, 2019 ■ 2:25 PM

To: Jessica Strobel <jessica.strobel@lacity.org>

Cc: Bethelwil Wilson <bethelwil.wilson@lacity.org>, Frank Mateljan <frank.mateljan@lacity.org>

Hi Ms Strobel,

This request is not complete. The email you forwarded pertains to a different request. Please respond to this request, which has not been addressed at all.

Thanks,

Adrian

[Quoted text hidden]

Tue, Oct 15, 2019 at 2:47 PM

Jessica Strobel <jessica.strobel@lacity.org>

To: [REDACTED]

Cc: Bethelwil Wilson <bethelwil.wilson@lacity.org>, Frank Mateljan <frank.mateljan@lacity.org>

I'm sorry about that, Colin had told me this one had been completed. I will have to reach out to staff to collect responsive documents. I estimate that I will be able to deliver this request by October 31st.

Best,

Jessie

[Quoted text hidden]



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**Re: CPRA request (CD12.2019.07.14.a)**

3 messages

Sun, Oct 6, 2019 at 11:28

To: councilmember.lee@lacity.org, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good morning, CD12.

What in the world, do you think, is going on with this request by now?

thanks for your anticipated prompt assistance going forward!

Adrian

On Thu, Sep 26, 2019, at 8:25 PM, [REDACTED] wrote:  
 > Good evening, CD12.

>  
 > Please advise. This request is more than 10 weeks old ■ this point  
 > without ■ production.

&gt; Thanks!

&gt; Adrian

>  
 > On Sun, Jul 14, 2019, ■ 7:23 AM, [REDACTED] wrote:  
 > > Good morning, Mr. Sweeney.

>>  
 >> Today I am looking for emails in the possession of staff or Mr. Smith  
 >> from January 1, 2015 through July 14, 2019 which contain either keyword  
 >> "oakridge" OR "oakie" along with all attachments in their own native  
 >> formats

>>  
 >> I need these in the MBOX format exported via Google Takeouts. When  
 >> emails ■ provided ■ this format their attachments ■ provided  
 >> automatically and ■ further action need be taken.

&gt;&gt; Thank you so much for your help.

&gt;&gt; Adrian

Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Tue, Oct 15, 2019 ■ 2

To: [REDACTED]  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good afternoon,

Please ■ the attached responsive documents.

Best,  
Jessie

Oakridge.zip

[Quoted text hidden]

Jessie Strobel  
 Communications Director  
 Office of Councilmember John S. Lee  
 Council District 12  
 City Hall: 213-473-7012  
 Community Service Center: 818-882-1212  
 e: Councilmember.Lee@lacity.org | w: CD12.org



Tue, Oct 15, 2019 at 7:52 PM

To: Jessica Strobel <jessica.strobel@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Hi Ms. Strobel,

Can you please consider sending ■ the MBOX used to make these PDFs?

Mr. Wilson, if you'd like to weigh in with a theory on why the City can charge me for producing an MBOX, please consider that these files ■ provably produced by the following set of steps:

1. Staff member searched in Gmail
2. Staff member tags all responsiveness

10/28/2019

City of Los Angeles Mail - Re: CPRA request (CD12.2019.07.14.a)

3. Staff member exports MBOX from Gmail
4. Someone imports MBOX into Thunderbird
5. Using importexporttools plugin someone exports PDFs
6. Someone creates ZIP archive of PDFs
7. Ms. Strobel produces ZIP archive

In other words, CD12 has already produced the MBOX file. I am asking you all to do less work and to take no steps in addition to those already being taken. Let us bracket your theory about extraction and changing for production costs and just consider that you're asking me to pay money for the privilege of having City staff do less work than you presently agree they're required to do for free. It's going to be pretty hard to argue that the City's purpose in exporting PDFs from an already-exported MBOX serves some rational purpose, let alone that it's narrowly tailored to serve it. If you have any argument whatsoever that the purpose of insisting on this useless extra work, whose only outcomes are to delete essential data and nonexempt data from the records and to destroy a large part of their utility, serves any legitimate government purpose whatsoever I would dearly love to hear it.

Thanks, Mr. Wilson!

Adrian

[Quoted text hidden]



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**CPRA request (CD12.2019.10.07.a)**

2 messages

Mon, Oct 7, 2019 at 6:49 AM

To: Jessica Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>  
 Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good morning, CD12!

Today I am looking for all CD12 emails held by staff or Mr. Lee dating from Mr. Lee's ascension to power through ■■■ moment of search in lacity.org OR any other email accounts used by you all to conduct City business which meet ANY of the following criteria:

1. to/from/cc/bcc msaltz@rsnd.com
2. contain the word "saltz"
3. to/from/cc/bcc 34920@lapd.online
4. to/from/cc/bcc lapd\_dinse@yahoo.com
5. contain the word "crimebusters"
6. contain the word "facebook"
7. contain the word "peskin"
8. to/from/cc/bcc Fern Peskin-White at any email address

Additionally I would like to ■■■ a copy of the block/mute lists for any Twitter accts used by CD12 to conduct City business.

thanks,

adrian

Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Thu, Oct 17, 2019 ■ 4

To: ■■■  
 Cc: ■■■ Wilson <bethelwel.wilson@lacity.org>

Good afternoon,

We have received your request and ■■■ in the process of collecting responsive documents. They will ■■■ delivered ■■■ later than October 31, 2019.

Best,  
 Jessie

[Quoted text hidden]

Jessie Strobel  
 Communications Director  
 Office of Councilmember John S. Lee  
 Council District 12  
 City Hall: 213-473-7012  
 Community Service Center: ■■■ ■■■ ■■■ ■■■  
 e: Councilmember.Lee@lacity.org | w: CD12.org







Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**CPRA request (CD12.2019.10.15.a)**

2 messages

To: Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Tue, Oct 15, 2019 at 7:54 PM

Good evening, Ms. Strobel.

Tonight I am hoping to obtain copies of all MBOX files possessed by any staff or electeds in CD12.

Thanks!

Adrian

Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Fri, Oct 25, 2019 at 4

To: [REDACTED]  
Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good afternoon,

Your request has been received. We are in the process of compiling all responsive documents. They should be produced no later than Nov. 8.

Best,  
Jessie

[Quoted text hidden]

—

Jessie Strobel  
Communications Director  
Councilmember John S. Lee  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
Councilmember.Lee@lacity.org | w: CD12.org



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**CPRA request (CD12.2019.10.15.b)**

2 messages

To: Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Tue, Oct 15, 2019 at 7:57 PM

Good evening, Ms. Strobel

Today I am looking for emails in the possession of [REDACTED] or Mr. Lee from January 1, 2019 through October 15, 2019 which contain any of keywords "facebook" [REDACTED] "riskin". Please be sure to check every account through which City business [REDACTED] conducted. Believe and am informed that [REDACTED] is essential with Mr. Lee as well due to [REDACTED] of putatively private email accounts for public purposes.

I need these in the [REDACTED] format exported via Google Takeouts. When emails are provided in this format their attachments [REDACTED] provided automatically and no further action need be taken.

Thank you [REDACTED] much for your help.

Adrian

Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Fri, Oct 25, 2019 [REDACTED] 4

To: [REDACTED]  
Cc: Belhelwel Wilson <belhelwel.wilson@lacity.org>

Good afternoon,

Your request has been received. We are in the process of compiling all responsive documents. They should [REDACTED] produced no later than Nov. 8.

Best,

Jessie

[Quoted text hidden]

Jessie Strobel  
Communications Director  
Office of Councilmember John S. Lee  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: Councilmember.Lee@lacity.org | w: CD12.org



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**CPRA request (CD12.2019.10.16.a)**

2 messages

To: Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Wed, Oct 16, 2019 at 7:23 AM

Good morning, Ms. Strobel.

I am looking to obtain access to all [REDACTED] from January 1, 2015 through October 16, 2019 that [REDACTED] the possession of John Lee in any account used to conduct City business that [REDACTED] to/from/cc/bcc any account at any of the following domains:

1. ekapr.com
2. lachamber.com
3. ccala.org

I need these emails in [REDACTED] MBOX format that CD12, as required by the CPRA, has previously used to supply emails. I will also need copies of all attachments in their native formats [REDACTED] required by the CPRA.

Thank you, Mr. Sweeney!

Adrian

Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Sat, Oct 26, 2019 ■ 2

To: [REDACTED]

Cc: Bethelwei Wilson &lt;bethelwei.wilson@lacity.org&gt;

Good afternoon,

Your request has [REDACTED] received. We are in the process of compiling all responsive documents. They should be produced no later than Nov. 9.

Best,  
Jessie  
[Quoted text hidden]

Jessie Strobel  
Communications Director  
Office of Councilmember John S. Lee  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: Councilmember.Lee@lacity.org | w: CD12.org



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**CPRA request (CD12.2019.10.16.b)**

2 messages

To: Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Wed, Oct 16, 2019 at 7:25 AM

Good morning, Ms. Strobel.

I am looking to obtain access to all emails from January 1, 2015 through October 16, 2019 that I am in the possession of any CD12 staff or elected in any account used to conduct City business that are to/from/cc/bcc the email address citycouncilguy@yahoo.com.

I need these emails in the MBOX format that CD12, as required by the CPRA, has previously used to supply emails. I will also need copies of all attachments in their native formats as required by the CPRA.

Thank you, Ms. Strobel!

Adrian

Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Sat, Oct 26, 2019 at 2

To: [REDACTED]  
Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good afternoon,

Your request has been received. We are in the process of compiling all responsive documents. They should be produced no later than Nov. 9.

Best,  
Jessie

[Quoted text hidden]

Jessie Strobel  
Communications Director  
Office of Councilmember John S. Lee  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: Councilmember.Lee@lacity.org | CD12.org



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**CPRA request (CD12.2019.10.17.a)**

2 messages

To: Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Thu, Oct 17, 2019 at 7:17 AM

Good morning, Ms. Strobel.

I am looking to obtain access to all emails from January 1, 2015 through October 17, 2019 that are in the possession of any CD12 staff or elected in any account used to conduct City business that are to/from/cc/bcc any acct at the domain unitedroadtowing.com.

I need these emails in the MBOX format that CD12, as required by the CPRA, has previously used to supply emails. I will also need copies of all attachments in their native formats as required by the CPRA.

Thank you, Ms. Strobel!

Adrian

Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Sun, Oct 27, 2019 at 2

To: [REDACTED]

Cc: Bethelwel Wilson &lt;bethelwel.wilson@lacity.org&gt;

Good afternoon,

Your request has been received. We are in the process of compiling all responsive documents. They should be produced no later than Nov. 10.

Best,  
Jessie

[Quoted text hidden]

Jessie Strobel  
Communications Director  
Office of Councilmember John S. Lee  
Council District 12  
City 213-473-7012  
Community Service Center: 818-882-1212  
e: Councilmember.Lee@lacity.org | w: CD12.org



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**CPRA request (CD12.2019.10.17.b)**

2 messages

To: Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Thu, Oct 17, 2019 at 9:08 AM

Good morning, Ms. Strobel.

I am looking to obtain access to ■■■ emails from January 1, 2015 through October 17, 2019 that are in the possession of any CD12 staff or elected in any account used to conduct City business that ■■■ to/from/cc/bcc the email address jdlee813@gmail.com.

I need these emails in ■■■ MBOX format that CD12, ■■■ required by the CPRA, has previously used to supply emails. I will also need copies of all attachments in their native formats ■■■ required by the CPRA.

Thank you, Ms. Strobel!

Adrian

Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Sun, Oct 27, 2019 ■ 2

To: ■■■■■■■■■■

Cc: Bethelwel Wilson &lt;bethelwel.wilson@lacity.org&gt;

Good afternoon,

Your request has been received. We are in the process of compiling all responsive documents. They should be produced no later than Nov. 10.

Best,  
Jessie

[Quoted text hidden]

--

Jessie Strobel  
Communications Director  
Office of Councilmember John S. Lee  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: Councilmember.Lee@lacity.org | w: CD12.org



Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

**CPRA request (CD12.2019.10.17.c)**

2 messages

To: Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Thu, Oct 17, 2019 at 9:27 AM

Good morning, Ms. Strobel.

I am looking to obtain [REDACTED] to all emails from January 1, 2015 through October 17, 2019 that [REDACTED] in the possession of any CD12 staff or elected in any account used to conduct City business that are to/from/cc/bcc any email address OR domain on this list:

a. [REDACTED]  
b. [REDACTED]  
c. [REDACTED]  
d. [REDACTED]  
e. [REDACTED]  
f. [REDACTED]  
g. [REDACTED]

I need these emails in the MBOX format that CD12, as required by [REDACTED] CPRA, has previously used to supply emails. I will also need copies of all attachments in their native formats as required by the CPRA.

Thank you, Ms. Strobel!

Adrian

Jessica Strobel &lt;jessica.strobel@lacity.org&gt;

Sun, Oct 27, 2019 at 11:00 AM

To: [REDACTED]

Cc: Bethelwei Wilson &lt;bethelwei.wilson@lacity.org&gt;

Good afternoon,

Your request has been received. We are in the process of compiling all responsive documents. They should be produced no later than Nov. 10.

Best,  
Jessie

[Quoted text hidden]

--

Jessie Strobel  
Communications Director  
Office of Councilmember John S. Lee  
Council District 12  
City Hall: 213-473-7012  
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e: Councilmember.Lee@lacity.org | w: CD12.org

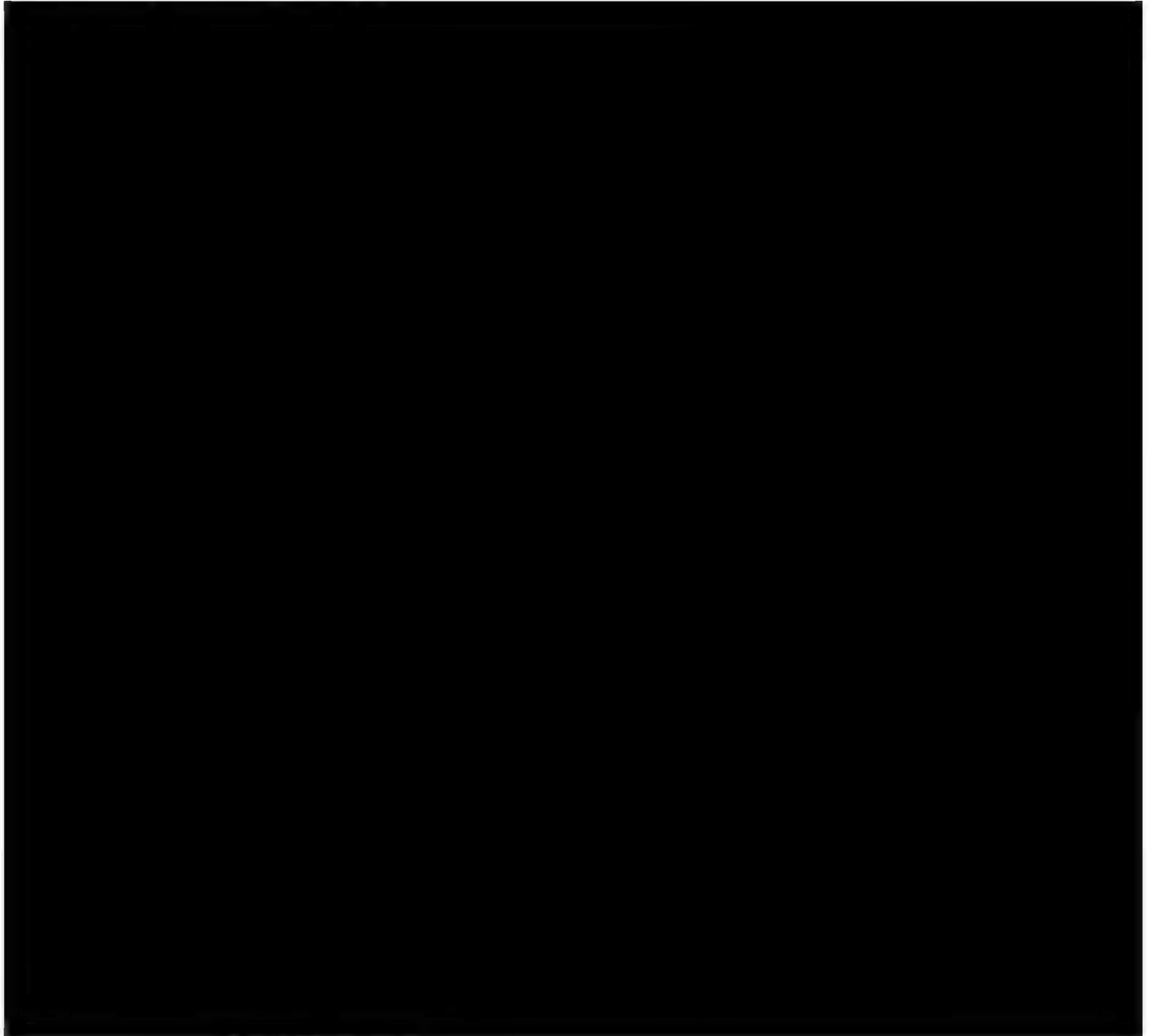


Hannah Lee <hannah.lee@lacity.org>

**Re: CPRA request (CD12.2019.06.14.a) (CD12.2019.07.12.e)**

Mike Dundas <mike.dundas@lacity.org>  
To: Colin Sweeney <colin.sweeney@lacity.org>  
Cc: Hannah Lee <hannah.lee@lacity.org>

Thu, Aug 1, 2019 at 6:03 PM



----- Forwarded message -----

From: [REDACTED]  
Date: Mon, Jul 29, 2019 at 9:45 AM  
Subject: Re: CPRA request (CD12.2019.06.14.a) (CD12.2019.07.12.e)  
To: Colin Sweeney <colin.sweeney@lacity.org>

Hi Mr. Sweeney.

The law requires CD12 to supply emails in MBOX format for a number of reasons:



1. This is the format in which emails are stored by the City of Los Angeles
2. CD12 creates MBOXes for its own use
3. The law requires exact copies to be produced when practicable. MBOXes are exact copies and PDFs are not.

Furthermore, your reason for not doing so, aside from being completely unauthorized by the actual law, are non sequiturs. You can review emails in MBOX format. This is what you are doing when you look at them in your email client. So needing to review emails is not a reason for not supplying them in MBOX format. You are already reviewing these emails in MBOX format.

Furthermore, the request you are actually responding to here is for MBOXes containing emails that CD12 has already supplied. CD12 has already waived all possible exemption claims by producing these emails. There is no need to review them further. All I am asking for is for CD12 to supply these already-reviewed records in ■ format that CD12 already possesses. There is no rational reason not to do so.

Please reconsider your ill-taken, contrary-to-law position. Or try if you can to supply a reason that has support whatsoever from any legal authority.

If it would be more efficient I will be happy to discuss this directly with the DCA staffing the matter.

Thanks,

Adrian

On Mon, Jul 29, 2019, at 9:36 AM, Colin Sweeney wrote:

Hi Adrian,

Our office will not be supplying PRA response in MBOX format as materials must be reviewed individually in case of information not subject to PRA (for example: info subject to attorney-client privilege, personal information of third parties). All responsive documents will be supplied in PDF format.

Best,  
Colin

On Sat, Jul 27, 2019 at 6:09 AM [REDACTED] wrote:

Hi Mr. Sweeney,

I'm just checking on the status of this. A response was due on Monday.

Thanks!

Adrian

On Fri, Jul 12, 2019, at 7:30 PM, [REDACTED] wrote:

> Hi Mr. Sweeney,

>

> Thank you again for the complete and entirely reputable job CD12 did at  
> your behest in responding to this request.

>

> Interestingly, it appears from the instructions you circulated to  
> staff, a copy of which I'm attaching for reference, that it is  
possible

> for users of the City Gmail system to select emails by label and have  
> the system create ■ download link for them. In my experience the  
> result of this process is an MBOX file.

>

> I see that you asked staff to send the results to you. Can you please  
> send those original downloads to me whatever format they're in? They  
> would be incredibly much more useful to me than these PDF spools.  
Also,  
> they're public records in themselves, and this is a request for them.  
> Obviously just the Drive links would suffice if that's what you have.  
>  
> Thanks,  
>  
> Adrian  
>  
> On Fri, Jul 12, 2019, at 1:37 PM, [REDACTED] wrote:  
> > OK, thanks!  
> >  
> > On Fri, Jul 12, 2019, at 1:33 PM, Colin Sweeney wrote:  
> > > The search was done based upon satisfying EITHER criteria you laid  
out.  
> > > A document only had to satisfy a single condition to appear. These  
are  
> > > all the document responsive to your request.  
> > >  
> > > C  
> > >  
> > > On Fri, Jul 12, 2019 at 1:25 PM [REDACTED] wrote:  
> > > > Thank you, Mr. Sweeney.  
> > > >  
> > > > I read the instructions you sent to staff to do the search and  
I am afraid that you have misconstrued my request. However, on rereading  
it I can see that I was not clear.  
> > > >  
> > > > I am looking here for all such emails that satisfy EITHER  
criterion A OR criterion B. It's clear from your memorandum that the  
search that was done was for emails satisfying both criteria  
simultaneously.  
> > > >  
> > > > Therefore please redo, and thanks again for all your help.  
> > > >  
> > > > Adrian  
> > > >  
> > > > On Fri, Jul 12, 2019, at 11:54 AM, Colin Sweeney wrote:  
> > > > > The attached document contains all records responsive to your  
request.  
> > > > >  
> > > > > Homlessness PRA - Completed.pdf  
> > > > > <[https://drive.google.com/a/lacity.org/file/d/19ipAYVBBrm\\_V9WsmYNA9nx-JOV\\_ByuLn/view?usp=drive\\_web](https://drive.google.com/a/lacity.org/file/d/19ipAYVBBrm_V9WsmYNA9nx-JOV_ByuLn/view?usp=drive_web)>  
> > > > >  
> > > > >  
> > > > > On Fri, Jun 28, 2019 at 4:05 PM Colin Sweeney  
<colin.sweeney@lacity.org> wrote:  
> > > > > > Hi Adrian,  
> > > > > >  
> > > > > > We have received your request and are in the process of  
collecting responsive documents. They will be delivered no later than  
July 12, 2019,  
> > > > > >  
> > > > > > Best,  
> > > > > > Colin Sweeney  
> > > > > >  
> > > > > > On Fri, Jun 14, 2019 at 9:03 AM [REDACTED] wrote:  
> > > > > > > Good morning, Mr. Sweeney.  
> > > > > > >  
> > > > > > >  
> > > > > > > Today I am looking for  
> > > > > > >

```

> > > > >
> > > > > A. emails between CD12 staff or Mr. Smith from 2019 and
any of the following folks:
> > > > >
> > > > > 1. Charles Dinse -- email address is either
34920@lapd.lacity.org or 34920@lapd.online
> > > > > 2. Fern White (AKA Fern Peskin-White AKA Fern Peskin) --
don't know email address, please search on both "fern white" and
"peskin"
> > > > > 3. Eileen Blazi -- don't know email address -- please
search on "blazi"
> > > > > 4. Sean Brown -- email address is either
36253@lapd.lacity.org or 36253@lapd.online
> > > > > 5. Duc Dao -- email address is either 34218@lapd.lacity.org
or 34218@lapd.online
> > > > >
> > > > >
> > > > > B. emails in possession of CD12 field deputies from 2019
containing any one of words:
> > > > >
> > > > > 1. transient
> > > > > 2. zombie
> > > > > 3. zombies
> > > > >
> > > > >
> > > > > C. material related to Mr. Smith's decision to move to
oppose AB516
> > > > >
> > > > > 1. intra-CD12 emails that contain phrase "AB516"
> > > > > 2. briefing sheets, talking points, related things about
this motion
> > > > > 3. similar material
> > > > >
> > > > >
> > > > > Thank you, Mr. Sweeney, for your help!
> > > > >
> > > > > Adrian
> > > > >
> > > > >
> > > > > --
> > > > > *Colin Sweeney*
> > > > >
> > > > > *Communications Director*
> > > > >
> > > > > *Office of Councilmember Greig Smith*
> > > > >
> > > > > *Council District 12*
> > > > >
> > > > > *City Hall: **213-473-7012*
> > > > >
> > > > > *Community Service Center: **818-882-1212*
> > > > >
> > > > > *e: **Councilmember.Smith@lacity.org** |** w:** **CD12.org
<https://cd12.org/>** *
> > > > >
> > > > >
> > > > >
> > > > >
> > > > > --
> > > > > *Colin Sweeney*
> > > > >
> > > > > *Communications Director*
> > > > >
> > > > > *Office of Councilmember Greig Smith*

```

```

> > > >
> > > > *Council District 12*
> > > >
> > > > *City Hall: **213-473-7012*
> > > >
> > > > *Community Service Center: **818-882-1212*
> > > >
> > > > *e: **Councilmember.Smith@lacity.org** | ** w:** **CD12.org
> > > > <https://cd12.org/>** *
> > > >
> > > >
> > >
> > >
> > > --
> > > *Colin Sweeney*
> > >
> > > *Communications Director*
> > >
> > > *Office of Councilmember Greig Smith*
> > >
> > > *Council District 12*
> > >
> > > *City Hall: **213-473-7012*
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> > > *Community Service Center: **818-882-1212*
> > >
> > > *e: **Councilmember.Smith@lacity.org** | ** w:** **CD12.org
> > > <https://cd12.org/>** *
> > >
> > >
> > >

```

--

**Colin Sweeney**  
 Communications Director  
 Office of Councilmember Greig Smith  
 Council District 12  
 City Hall: 213-473-7012  
 Community Service Center: 818-882-1212  
 e: Councilmember.Smith@lacity.org | w: CD12.org



--

**Colin Sweeney**  
 Communications Director  
 Office of Councilmember Greig Smith  
 Council District 12  
 City Hall: 213-473-7012  
 Community Service Center: 818-882-1212  
 e: Councilmember.Smith@lacity.org | w: CD12.org



## COUNCIL DISTRICT 12

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\*\*\*\*\*

--  
**Colin Sweeney**  
Communications Director  
Office of Councilmember Greig Smith  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org) | w: [CD12.org](http://CD12.org)



## COUNCIL DISTRICT 12

--  
**Colin Sweeney**  
Communications Director  
Office of Councilmember Greig Smith  
Council District 12  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org) | w: [CD12.org](http://CD12.org)



## COUNCIL DISTRICT 12

Sent using Federation Communicator

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\*\*\*\*\*





Hannah Lee <hannah.lee@lacity.org>

## Fwd: CPRA request (CD12.2019.07.12.a)

Sun, Oct 6, 2019 at 11:23 AM

To: jessica.strobel@lacity.org, hannah.lee@lacity.org

Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>, Frank Mateljan <frank.mateljan@lacity.org>

Good morning, CD12!

Just wondering what the status of this matter might be.

Thank you,

Adrian

----- Original message -----

From: [REDACTED]

To: colin.sweeney@lacity.org

Subject: CPRA request (CD12.2019.07.12.a)

Date: Friday, July 12, 2019 1:40 PM

Good morning, Mr. Sweeney.

Today I am looking for emails between CD12 staff or Mr. Smith from 2018 and any of the following folks OR containing any of the given words:

1. Charles Dinse -- email address is either 34920@lapd.lacity.org or 34920@lapd.online
2. Fern White (AKA Fern Peskin-White AKA Fern Peskin) -- don't know email address, please search on both "fern white" and "peskin"
3. Eileen Blazi -- don't know email address -- please search on "blazi"
4. Sean Brown -- email address is either 36253@lapd.lacity.org or 36253@lapd.online
5. Duc Dao -- email address is either 34218@lapd.lacity.org or 34218@lapd.online
6. transient
7. zombie
8. zombies

Thank you, Mr. Sweeney, for your help!

Adrian



Hannah Lee <hannah.lee@lacity.org>

---

## CPRA request (CD12.2019.10.07.a)

1 message

Mon, Oct 7, 2019 at 6:49 AM

To: Jessica Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>

Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good morning, CD12!

Today I am looking for all CD12 emails held by staff or Mr. Lee dating from Mr. Lee's ascension to power through the moment of search in lacity.org OR any other email accounts used by you all to conduct City business which meet ANY of the following criteria:

1. to/from/cc/bcc msaltz@jrsnd.com
2. contain the word "saltz"
3. to/from/cc/bcc 34920@lapd.online
4. to/from/cc/bcc lapd\_dinse@yahoo.com
5. contain the word "crimebusters"
6. contain the word "facebook"
7. contain the word "peskin"
8. to/from/cc/bcc Fern Peskin-White at any email address

Additionally I would like to see a copy of the block/mute lists for any Twitter accts used by CD12 to conduct City business.

thanks,

adrian



Hannah Lee <hannah.lee@lacity.org>

## Re: CPRA request (CD12.2019.07.29.a)

1 message

adrian@123mail.org [REDACTED]

Sun, Oct 6, 2019 at 11:31 AM

To: councilmember.lee@lacity.org, Jessica Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>

Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Hi everyone!!

Just wondering what's going on with this. An initial response was due about two months ago and no one at the City in general or at CD12 in particular has even acknowledged the existence of the request. At this point the staff has turned over and it seems likely or at least possible that you all have destroyed responsive records or allowed them to be destroyed even knowing, obviously, that they might well be evidence in potential litigation. Not cool, CD12. Please advise me as to the status very soon!

thanks,

adrian

On Thu, Sep 26, 2019, at 8:26 PM, [REDACTED] wrote:

> Good evening, CD12.

>

> Please advise. This request is more than 8 weeks old at this point

> without ■ production.

>

> Thanks!

>

> Adrian

>

> On Mon, Jul 29, 2019, at 10:16 AM, [REDACTED] wrote:

> > Good morning, Mr. Sweeney.

> >

> > Today I am looking for records sufficient to allow me to determine the  
> > names of all files on each CD12 staff member's Google Drive storage as  
> > well ■ on Mr. Smith's. Additionally I would like records sufficient  
> > to allow me to determine the names of all files present on each staff  
> > member's computer(s) as well as Mr. Smith's that contain the string  
> > "takeout".

> >

> > Although something more than screenshots is probably required by the  
> > law, in the spirit of cooperation which ought, in both directions of  
> > course, to animate, underlie, and inspire interactions between citizens  
> > and employees of the institutions we create for no purpose other than  
> > to serve our citizenish interests, I will be happy to accept  
> > screenshots if they're easier to produce than those fully-compliant  
> > alternatives.

> >

> > Thanks, Mr. Sweeney!

> >

> > Adrian



Hannah Lee <hannah.lee@lacity.org>

---

**Re: CPRA request (CD12.2019.07.17.a)**

1 message

adrian@123mail.org [REDACTED]

Sun, Oct 6, 2019 at 11:29 AM

To: councilmember.lee@lacity.org, Jessica Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>

Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good morning, CD12

Please, I implore you, update me on this really old request.

thanks,

Adrian

On Thu, Sep 26, 2019, at 8:25 PM, [REDACTED] wrote:

> Good evening, CD12.

>

> Please advise. This request is more than 10 weeks old at this point

> without a production.

>

> Thanks!

>

> Adrian

>

> On Wed, Jul 17, 2019, at 1:06 PM, [REDACTED] wrote:

> > Good morning, Mr. Sweeney.

> >

> > Today I am looking for emails in the possession of staff or Mr. Smith

> > from January 1, 2015 through July 14, 2019 which are to/from/cc/bcc

> > northridgebeautification@gmail.com along with all attachments in their

> > own native formats

> >

> > I need these in the MBOX format exported via Google Takeouts. When

> > emails are provided in this format their attachments are provided

> > automatically and no further action need be taken.

> >

> > Thank you so much for your help.

> >

> > Adrian



Hannah Lee <hannah.lee@lacity.org>

## Re: CPRA request (CD12.2019.07.14.a)

1 message

adrian@123mail.org [REDACTED]

Sun, Oct 6, 2019 at 11:28 AM

To: councilmember.lee@lacity.org, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>

Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good morning, CD12.

What in the world, do you think, is going on with this request by now?

thanks for your anticipatedly prompt assistance going forward!

Adrian

On Thu, Sep 26, 2019, at 8:25 PM, [REDACTED] wrote:

> Good evening, CD12.

>

> Please advise. This request is more than 10 weeks old at this point  
> without a production.

>

> Thanks!

>

> Adrian

>

> On Sun, Jul 14, 2019, at 7:23 AM, [REDACTED] wrote:

> > Good morning, Mr. Sweeney.

> >

> > Today I am looking for emails in the possession of staff or Mr. Smith  
> > from January 1, 2015 through July 14, 2019 which contain either keyword  
> > "oakridge" OR "oakie" along with all attachments in their own native  
> > formats

> >

> > I need these in the MBOX format exported via Google Takeouts. When  
> > emails are provided in this format their attachments are provided  
> > automatically and no further action need be taken.

> >

> > Thank you so much for your help.

> >

> > Adrian



Hannah Lee <hannah.lee@lacity.org>

## Re: CPRA request (CD12.2019.07.12.d)

1 message

Sun, Oct 6, 2019 at 11:27 AM

To: councilmember.lee@lacity.org, Jessica Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>  
Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good morning, CD12

Please let me know what the present status of this matter is.

Thanks!

Adrian

On Thu, Sep 26, 2019, at 8:24 PM, [REDACTED] wrote:

> Good evening, CD12.

>

> Please advise. This request is more than 10 weeks old at this point  
> without a production.

>

> Thanks!

>

> Adrian

>

> On Fri, Jul 12, 2019, at 7:08 PM, [REDACTED] wrote:

> > Good evening, Mr. Sweeney.

> >

> > I am looking to obtain access to all 2018 and 2019 emails between  
> > (equals to/from/cc/bcc) CD12 staff incl. Mr. Smith and any accounts  
> > whatsoever at powdercoater.com. I will also need copies of all  
> > attachments in their native formats as required by the CPRA.

> >

> > Thank you, Mr. Sweeney!

> >

> > Adrian



Hannah Lee <hannah.lee@lacity.org>

## Re: CPRA request (CD12.2019.07.12.c)

1 message

Sun, Oct 6, 2019 at 11:26 AM

To: councilmember.lee@lacity.org, Jessica Strobel <jessica.strobel@lacity.org>, Hannah Lee <hannah.lee@lacity.org>

Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good morning, CD12!

Just wondering what's going on with this.

Thanks,

Adrian

On Thu, Sep 26, 2019, at 8:23 PM, [REDACTED] wrote:

> Good evening, CD12.

>

> Please advise. This request is more than 10 weeks old at this point

> without ■ production.

>

> Thanks!

>

> Adrian

>

> On Fri, Jul 12, 2019, at 7:06 PM, [REDACTED] wrote:

> > Good evening, Mr. Sweeney.

> >

> > I am looking to obtain access to all 2018 and 2019 emails between

> > (equals to/from/cc/bcc) CD12 staff incl. Mr. Smith and any accounts

> > whatsoever at:

> >

> > 1. ekapr.com

> > 2. lachamber.com

> > 3. ccala.org

> >

> > I will also need copies of all attachments in their native formats as

> > required by the CPRA.

> >

> > Thank you, Mr. Sweeney!

> >

> > Adrian



Hannah Lee <hannah.lee@lacity.org>

## Fwd: CPRA request (CD12. 2019.07.12.b)

Sun, Oct 6, 2019 at 11:25 AM

To: councilmember.lee@lacity.org, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>  
Cc: Bethelwel Wilson <bethelwel.wilson@lacity.org>

Good morning, CD12!

Just wondering what's up with this, pls advise!

Adrian

On Thu, Sep 26, 2019, at 8:23 PM, [REDACTED] wrote:

> Good evening, CD12.

>

> Please advise. This request is more than 10 weeks old at this point  
> without a production.

>

> Thanks!

>

> Adrian

>

> On Fri, Jul 12, 2019, at 7:02 PM, [REDACTED] wrote:

> > Good evening, Mr. Sweeney.

> >

> > I am looking for all emails present in the account

> > citycouncilguy@yahoo.com that are public records by virtue of City of

> > San Jose v. Superior Court (2017). I will need these in native format

> > as required by the CPRA, which for Yahoo Mail means EML or MBOX. I will

> > also need to see all attachments in native format, although this

> > happens automatically when the emails themselves are exported natively.

> >

> > thank you for your help,

> >

> > Adrian





Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

**2619 Figueroa**

1 message

---

**Gabrielle Taylor** <gabrielle.taylor@lacity.org>

Tue, Jan 22, 2019 at 3:09 PM

To: [REDACTED]

Cc: Kimberly Morosi &lt;kimberly.morosi@lacity.org&gt;, Luis Reyes &lt;33184@lapd.online&gt;

Property owner:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior Lead Office Luis Reyes and I have been receiving almost daily complaints about your property. It has been left open and unsecured with RV's parking and people living in them on your lot, apparent drug dealing, and use by gang members. Your property is fast becoming a public nuisance and a vector of crime. I just left a telephone message and look forward to hearing from you. Please let me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

Thank you.

Gabrielle Taylor

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**230 N. Main St., 9th Floor**  
**Los Angeles, CA 90012**

**Main Line: (213) 978-7179****Direct Line: (213) 978-2230****Download City of Los Angeles Mobile Apps to access City Services (Street Services, Lights, Sanitation).****<https://www.lacity.org/311-services/mobile-apps-and-sites>**



Gabrielle Taylor <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>

**2619 N. Figueroa St**

1 message

Steve Boss <[REDACTED]@arroyosecodg.com>

Wed, Jan 23, 2019 at 8:27 AM

To: gabrielle.taylor@lacity.org, 33184@lapd.online, kimberly.morosi@lacity.org [REDACTED] Genske [REDACTED] Genske [REDACTED]

All,

Below is an email from Gabrielle Taylor regarding the property referenced above. We are requesting that all copied on this email meet at the site with Gabrielle and Luis Reyes to review options for securing the property prior to renovations. [REDACTED] is out of town, but Genske and [REDACTED] copied here represent ownership of the property.

I am suggesting **11:00 AM on Tuesday, January 20th**. If this does not work for you, please 'reply all' with alternate date/time.

Thank you,

## Steve Boss

----- Forwarded message -----

From: Taylor <gabrielle.taylor@lacity.org>

Date: Tue, Jan 22, 2019 at 3:09 PM

Subject 2619 Figueroa

To: [REDACTED]

Cc: Kimberly Morosi <kimberly.morosi@lacity.org>, Luis Reyes <33184@lapd.online>

Property owner:

I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior Lead Office Luis Reyes and I have been receiving almost daily complaints about your property. It has been left open and unsecured with RV's parking and people living in them on your lot, apparent drug dealing, and use by gang members. Your property is fast becoming a public nuisance and a vector of crime. I just

left a telephone message and look forward to hearing from you. Please let me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

Thank you.

Gabrielle Taylor

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**201 N. Main St., 5th Floor**  
**Los Angeles, CA 90012**

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Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

**Fwd: 2619 N. Figueroa St**

1 message

---

**Steve Boss** [REDACTED]@arroyosecodg.com>

Wed, Jan 23, 2019 at 8:31 AM

To: 32338@lapd.online

Cc: gabrielle.taylor@lacity.org

Sgt Arellano,

Luis Reyes is out of town, and his email message requested forwarding emails to you. Please see below.

Steve Boss  
[REDACTED]  
[REDACTED]  
[REDACTED]

## ----- Forwarded message -----

From: **Steve Boss** [REDACTED]@arroyosecodg.com>

Date: Wed, Jan 23, 2019 at 8:27 AM

Subject: 2619 N. Figueroa St

To: &lt;gabrielle.taylor@lacity.org&gt;, &lt;33184@lapd.online&gt;, &lt;kimberly.morosi@lacity.org&gt;, [REDACTED] Genske

[REDACTED] Genske@ [REDACTED]  
[REDACTED]  
[REDACTED]

All,

Below is an email from Gabrielle Taylor regarding the property referenced above. We are requesting that all copied on this email meet at the site with Gabrielle and Luis Reyes to review options for securing the property prior to renovations. [REDACTED] is out of town, but Genske [REDACTED] copied here represent ownership of the property.

I am suggesting **11:00 AM on Tuesday, January 29th**. If this does not work for you, please 'reply all' with alternate date/time.

Thank you,  
  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

## ----- Forwarded message -----

From: **Gabrielle Taylor** <gabrielle.taylor@lacity.org>

Date: Tue, Jan 22, 2019 at 3:09 PM

Subject: 2619 Figueroa  
[REDACTED]

Cc: Kimberly Morosi &lt;kimberly.morosi@lacity.org&gt;, Luis Reyes &lt;33184@lapd.online&gt;

Property owner:

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior Lead Office Luis Reyes and I have been receiving almost daily complaints about your property. It has been left open and unsecured with RV's parking and people living in them on your lot, apparent drug dealing, and use by gang members. Your property is fast becoming a public nuisance and a vector of crime. I just left a telephone message and look forward to hearing from you. Please let me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

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Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

RE: 2619 N. Figueroa St

1 message

---

[REDACTED] Wed, Jan 23, 2019 at 8:56 AM  
To: Steve Boss [REDACTED]@arroyosecodg.com>, gabrielle.taylor@lacity.org, 33184@lapd.online, kimberly.morosi@lacity.org,  
[REDACTED] Genske [REDACTED]  
[REDACTED]

Steve,

Tuesday the 29<sup>th</sup> at 11:00 AM works for us.

---

From: Steve Boss [REDACTED]@arroyosecodg.com>

Sent: Wednesday, January 23, 2019 8:28 AM

To: gabrielle.taylor@lacity.org; 33184@lapd.online; kimberly.morosi@lacity.org; [REDACTED] Genske [REDACTED]  
[REDACTED]  
[REDACTED]

Subject: 2619 N. Figueroa St

All,

Below is an email from Gabrielle Taylor regarding the property referenced above. We are requesting that all copied on this email meet at the site with Gabrielle and Luis Reyes to review options for securing the property prior to renovations. [REDACTED] out of town, but Genske and [REDACTED] copied here represent ownership of the property.

I am suggesting **11:00 AM on Tuesday, January 29th**. If this does not work for you, please 'reply all' with alternate date/time.

Thank you,

[REDACTED]  
Arroyo Seco Development Group  
[REDACTED]  
[REDACTED]

----- Forwarded message -----

From: **Gabrielle Taylor** <gabrielle.taylor@lacity.org>

Date: Tue, Jan 22, 2019 at 3:09 PM

Subject: 2619 Figueroa

To: [REDACTED]

Cc: Kimberly Morosi <kimberly.morosi@lacity.org>, Luis Reyes <33184@lapd.online>

Property owner:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Thank you.

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Gabrielle Taylor <gabrielle.taylor@lacity.org>

---

**Re: 2619 N. Figueroa St**

1 message

---

Steve Boss [REDACTED]@arroyosecodg.com>

Mon, Jan 28, 2019 at 9:59 AM

To: gabrielle.taylor@lacity.org, 33184@lapd.online, kimberly.morosi@lacity.org, [REDACTED] Genske [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED] 32338@lapd.online

Update on the Property you contacted us about at 2619 N. Figueroa Street.

We are contracting with a towing company to remove unauthorized vehicles from the property. However, the towing company said they can't removed campers with people in them. We need police assistance to remove them.

Can [REDACTED] schedule a time to meet at the property to effect this?

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

On Wed, Jan 23, 2019 at 8:27 AM Steve Boss [REDACTED]@arroyosecodg.com> wrqte:  
All,

Below is an email from Gabrielle Taylor regarding the property referenced above. We are requesting that all copied on this email meet at the site with Gabrielle and Luis Reyes to review options for securing the property prior to renovations. [REDACTED] is out of town, but Genske and [REDACTED] copied here represent ownership of the property.

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Thank you,

Steve Boss  
[REDACTED]  
[REDACTED]  
[REDACTED]

----- Forwarded message -----

From: Gabrielle Taylor <gabrielle.taylor@lacity.org>

Date: Tue, Jan 22, 2019 at 3:09 PM

Subject: 2619 Figueroa

To: [REDACTED]

Cc: Kimberly Morosi <kimberly.morosi@lacity.org>, Luis Reyes <33184@lapd.online>

Property owner:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior Lead Office Luis Reyes and I have been receiving almost daily complaints about your property. It has been left open and unsecured with RV's parking and people living in them on your lot, apparent drug dealing, and use by gang members. Your property is fast becoming a public nuisance and a vector of crime. I just left a telephone message and look forward to hearing from you. Please let me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

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Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: 2619 N. Figueroa St**

1 message

Luis Reyes &lt;33184@lapd.online&gt;

Mon, Feb 4, 2019 at 8:56 AM

To: Steve Boss <[REDACTED]@arroyosecodg.com>, "gabrielle.taylor@lacity.org" <gabrielle.taylor@lacity.org>, "kimberly.morosi@lacity.org" <kimberly.morosi@lacity.org>, [REDACTED] Genske <[REDACTED]@[REDACTED]>

[REDACTED] Ruben Arellano &lt;32338@lapd.online&gt;

Hello, when do they plan to tow? Also they can request any police unit to stand by to keep the peace while they tow. 1877 ASK LAPD

From: Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt;

Sent: Monday, January 28, 2019 9:59:08 AM

To: gabrielle.taylor@lacity.org; Luis Reyes; kimberly.morosi@lacity.org; [REDACTED] Genske; [REDACTED]

Subject: Re: 2619 N. Figueroa St

Update on the Property you contacted us about at 2619 N. Figueroa Street.

We are contracting with a towing company to remove unauthorized vehicles from the property. However, the towing company said they can't removed campers with people in them. We need police assistance to remove them.

Can we schedule a time to meet at the property to effect this?

Thank you,

Steve Boss  
[REDACTED]  
[REDACTED]  
[REDACTED]

On Wed, Jan 23, 2019 at 8:27 AM Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt; wrote:

All,

Below is an email from Gabrielle Taylor regarding the property referenced above. We are requesting that all copied on this email meet at the site with Gabrielle and Luis Reyes to review options for securing the property prior to renovations. [REDACTED] is out of town, but Genske and [REDACTED] copied here represent ownership of the property.

I am suggesting **11:00 AM on Tuesday, January 29th**. If this does not work for you, please 'reply all' with alternate date/time.

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St

----- Forwarded message -----

From: **Gabrielle Taylor** <gabrielle.taylor@lacity.org>

Date: Tue, Jan 22, 2019 at 3:09 PM

Subject: 2619 Figueroa

To: [REDACTED]

Cc: Kimberly Morosi <kimberly.morosi@lacity.org>, Luis Reyes <33184@lapd.online>

Property owner:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior Lead Office Luis Reyes and I have been receiving almost daily complaints about your property. It has been left open and unsecured with RV's parking and people living in them on your lot, apparent drug dealing, and use by gang members. Your property is fast becoming a public nuisance and a vector of crime. I just left a telephone message and look forward to hearing from you. Please let me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

Thank you.

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Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

**Re: 2619 N. Figueroa St**

1 message

**Luis Reyes** <33184@lapd.online>

Mon, Feb 4, 2019 at 11:49 AM

To: Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt;

Cc: "gabrielle.taylor@lacity.org" &lt;gabrielle.taylor@lacity.org&gt;, "kimberly.morosi@lacity.org" &lt;kimberly.morosi@lacity.org&gt;, [REDACTED] Genske &lt;[REDACTED]@[REDACTED]&gt;, [REDACTED]

[REDACTED], Ruben Arellano &lt;32338@lapd.online&gt;

Sounds good. I will be working all day today, Tuesday (from 0600 to 4:00 pm) and Wednesday (0600 to 4:00 pm). Just fyi...and then back again the 10th and the 11th

---

**From:** Steve Boss <sboss@arroyosecodg.com>**Sent:** Monday, February 4, 2019 10:13:26 AM**To:** Luis Reyes**Cc:** gabrielle.taylor@lacity.org; kimberly.morosi@lacity.org; [REDACTED] Genske; [REDACTED]**Subject:** Re: 2619 N. Figueroa St

We plan to start towing standard vehicles this week. We will make arrangements with LAPD & the towing company when the RV is going to be towed.

Thank you,

On Mon, Feb 4, 2019 at 8:56 AM Luis Reyes <33184@lapd.online> wrote:

Hello, when do they plan to tow? Also they can request any police unit to stand by to keep the peace while they tow. 1877 ASK LAPD

---

**From:** Steve Boss <[REDACTED]@arroyosecodg.com>**Sent:** Monday, January 28, 2019 9:59:08 AM**To:** gabrielle.taylor@lacity.org; Luis Reyes; kimberly.morosi@lacity.org; [REDACTED] Genske; [REDACTED]**Subject:** Re: 2619 N. Figueroa St

Update on the Property you contacted us about at 2619 N. Figueroa Street.

We are contracting with a towing company to remove unauthorized vehicles from the property. However, the towing company said they can't removed campers with people in them. We need police assistance to remove them.

Can we schedule a time to meet at the property to effect this?

Thank you,

Steve Boss

[REDACTED]  
[REDACTED]  
[REDACTED]

On Wed, Jan 23, 2019 at 8:27 AM Steve Boss <[REDACTED]@arroyosecodg.com> wrote:

All,

Below is an email from Gabrielle Taylor regarding the property referenced above. We are requesting that all copied on this email meet at the site with Gabrielle and Luis Reyes to review options for securing the property prior to renovations. [REDACTED] is out of town, but Genske and [REDACTED] copied here represent ownership of the property.

I am suggesting **11:00 AM on Tuesday, January 29th**. If this does not work for you, please 'reply all' with alternate date/time.

Thank you,

Steve Boss  
[REDACTED]  
[REDACTED]  
[REDACTED]

----- Forwarded message -----

From: Gabrielle Taylor <gabrielle.taylor@lacity.org>

Date: Tue, Jan 22, 2019 at 3:09 PM

Subject: 2619 Figueroa

To: [REDACTED]

Cc: Kimberly Morosi <kimberly.morosi@lacity.org>, Luis Reyes <33184@lapd.online>

Property owner:  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior Lead Office Luis Reyes and I have been receiving almost daily complaints about your property. It has been left open and unsecured with RV's parking and people living in them on your lot, apparent drug dealing, and use by gang members. Your property is fast becoming a public nuisance and a vector of crime. I just left a telephone message and look forward to hearing from you. Please let me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

Thank you.

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**Gabrielle P. Taylor, Deputy City Attorney**

**Office of the City Attorney, Los Angeles**

**Neighborhood Prosecutor, Northeast Division**

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Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

**Fwd: Night Market in Big Saver Lot continues**1 message

---

Mon, Mar 4, 2019 at 8:20 PM

To: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Don't know where you are in getting the owners of 2619 N. Figueroa involved with dealing with their now dark and abandoned property.

But it is definitely becoming an attractive nuisance for the residences and small businesses that are adjacent to the site. (See email thread to CD1 below.)

It is also attracting a lot of foot traffic along West Avenue 26 that I thought we had finally dealt with after the recycling center went away a few years ago.

I have been trying to find contact info for M.K. Inadomi, who I believe is still the legal owner of the site. I have an address for him and his agent and may pursue myself.

Such a bad look for our struggling neighborhood that was just beginning to get its mojo back.

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, Mar 3, 2019 at 8:18 PM

Subject: Night Market in Big Saver Lot continues

To: &lt;33184@lapd.online&gt;, &lt;sylvia.robledo@lacity.org&gt;, &lt;cmcedillo@lacity.org&gt;, &lt;jose.a.rodriquez@lacity.org&gt;

Lot is dark every night.

Folks running the "market" (see picture) say police are just waving them thru until next thing happens there.

They don't even serve tacos.

So bad.

AR





Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: Night Market in Big Saver Lot continues**

1 message

Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Tue, Mar 5, 2019 at 1:02 PM

To: [REDACTED]

[REDACTED]

Office Reyes has been in contact with the owners. I will follow up and find out why nothing has changed.

Sincerely,

Gabrielle Taylor

Gabrielle P. Taylor, Deputy City Attorney

Office of the City Attorney, Los Angeles

Neighborhood Prosecutor, Northeast Division

200 N. Main St., 9th Floor

Los Angeles, CA 90012

Main Line (213) 978-7678

Direct Line (213) 978-1110

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On Mon, Mar 4, 2019 at 8:20 PM [REDACTED] wrote:

Don't know where you are in getting the owners of 2619 N. Figueroa involved with dealing with their dark and abandoned property.

But it is definitely becoming an attractive nuisance for the residences and small businesses that are adjacent to the site. (See email thread to CD1 below.)

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Date: Sun, Mar 3, 2019 at 8:18 PM

Subject: Night Market in Big Saver Lot continues

To: &lt;33184@lapd.online&gt;, &lt;sylvia.robledo@lacity.org&gt;, &lt;cmcedillo@lacity.org&gt;, &lt;jose.a.rodriguez@lacity.org&gt;

Lot is dark every night.

Folks running the "market" (see picture) say police are just waving them thru until next thing happens there.

They don't even serve tacos.

So bad.

AR





Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: Night Market in Big Saver Lot continues**

1 message

Tue, Mar 5, 2019 at 1:13 PM

To: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Lights are again off at night, which may be helping.

There should be a security guard there. Lots of foot traffic, if you know-what I mean.

Thanks for your concern. It is very stressful for our neighborhood.

On Tue, Mar 5, 2019 at 1:02 PM Gabrielle Taylor <gabrielle.taylor@lacity.org> wrote:

| Anthea,

Office Reyes has been in contact with the owners. I will follow up and find out why nothing has changed.

Sincerely,

Gabrielle Taylor

**Gabrielle P. Taylor, Deputy City Attorney**

**Office of the City Attorney, Los Angeles**

**Neighborhood Prosecutor, Northwest Division**

200 N. Main St., 9th Floor

Los Angeles, CA 90012

Main Line: (213) 978-7878

Direct Line: (213) 978-2130

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On Mon, Mar 4, 2019 at 8:20 PM A [REDACTED] wrote:

. Don't know where you are in getting the owners of 2619 N. Figueroa involved with dealing with their now dark and abandoned property.

But it is definitely becoming an attractive nuisance for the residences and small businesses that are adjacent to the site. (See email thread to CD1 below.)

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[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, Mar 3, 2019 at 8:18 PM

Subject: Night Market in Big Saver Lot continues

To: <33184@lapd.online>, <sylvia.robledo@lacity.org>, <cmcedillo@lacity.org>, <jose.a.rodriquez@lacity.org>

Lot is dark every night.

Folks running the "market" (see picture) say police are just waving them thru until next thing happens there.

They don't even serve tacos.

So bad.



\*\*\*\*\*Confidentiality Notice\*\*\*\*\*

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\*\*\*\*\*



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: 2619 N. Figueroa St**

2 messages

Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Tue, Mar 5, 2019 at 1:44 PM

To: [REDACTED]  
 Cc: Steve Boss [REDACTED]@arroyosecodg.com>, Luis Reyes <33184@lapd.online>, Kimberly Morosi <kimberly.morosi@lacity.org>, [REDACTED] Genske <[REDACTED] Genske@[REDACTED]>, [REDACTED]  
 [REDACTED]  
 [REDACTED], Ruben Arellano <32338@lapd.online>



Steve,

I am following up if you have met with SLO Reyes? I know he has been in contact with some of you. The property continues to deteriorate and now appears to have ■ some sort of open air market/ swap meet operating on it as well as people living in RV's. SEE PHOTO.

Although SLO Reyes is on vacation, it is imperative that we meet and abate this public nuisance (PENAL CODE 373). I am available next Monday in the afternoon and evening.

If these people and RV's on not allowed on the property then the manager or owners must call the police and sign a private person's arrest form (PPA) in order to effectuate an arrest. And also make arrangements for a tow. Please also post the necessary no trespass signs and lock and secure the gates in the evening.

Some sample signs attached as well as ■ No Trespass Authorization form.

Is this property fully closed to the public? if the property is vacant and closed to the public please post the appropriate signs. SEE CVC 22950-22953

If you still have business operating please work with ■ tow company, install signs that limit parking to two hour customer only as well as clearly indicate NO OVERNIGHT PARKING and LOT CLOSURE HOURS. You must have security then issue citations and start the document the violation. SEE CVC 22658.

Please contact me as soon as possible for a time to meet at the station next Monday.

Sincerely,  
Gabrielle Taylor

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**200 N. Main St., 9th Floor**  
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On Wed, Jan 23, 2019 at 8:56 AM [REDACTED] wrote:

Steve,

Tuesday the 29<sup>th</sup> at 11:00 AM works for us.

Tony Camolina

**From:** Steve Boss [REDACTED]@arroyosecodg.com>

**Sent:** Wednesday, January 23, 2019 8:28 AM

**To:** gabrielle.taylor@lacity.org; 33184@lapd.online; kimberly.morosi@lacity.org; [REDACTED] Genske

[REDACTED] Genske@ [REDACTED]

**Subject:** 2619 N. Figueroa St



8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St

All,

Below is an email from Gabrielle Taylor regarding the property referenced above. We are requesting that all copied on this email meet at the site with Gabrielle and Luis Reyes to review options for securing the property prior to renovations. [REDACTED] is out of town, but Genske and [REDACTED] copied here represent ownership of the property.

I am suggesting **11:00 AM on Tuesday, January 29th**. If this does not work for you, please 'reply all' with alternate date/time.

Thank you,

Steve Boss

----- Forwarded message -----

From: Gabrielle Taylor <gabrielle.taylor@lacity.org>

Date: Tue, Jan 22, 2019 11:30 AM

Subject: 2619 Figueroa

To: [REDACTED]

Cc: Kimberly Morosi <kimberly.morosi@lacity.org>, Luis Reyes <33184@lapd.online>

Property owner:

I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior Lead Office Luis Reyes and I have been receiving almost daily complaints about your property. It has been left open and unsecured with RV's parking and people living in them on your lot, apparent drug dealing, and use by gang members. Your property is fast becoming a public nuisance and a vector of crime. I

just left a telephone message and look forward to hearing from you. Please let me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

Thank you.

Gabrielle Taylor

**Gabrielle P. Taylor, Deputy City Attorney**

**Office of the City Attorney, Los Angeles**

**Neighborhood Prosecutor, Northeast Division**

**200 N. Main St., 9th Floor**

**Los Angeles, CA 90012**

**Main Line: (213) 578-7670**

**Direct Line: (213) 578-2330**

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---

**2 attachments**



image (1) (1).png  
348K

 TrespassAuth\_English (1) (1) (1) (1) (1).pdf  
10K

---

Gabrielle Taylor <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>  
Draft

Mon, Aug 5, 2019 at 10:50 AM

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**200 N. Main St., 9th Floor**  
**Los Angeles, CA 90012**

**Main Line: (213) 978-7878**  
**Direct Line: (213) 978-2230**

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[Quoted text hidden]

---

**2 attachments**

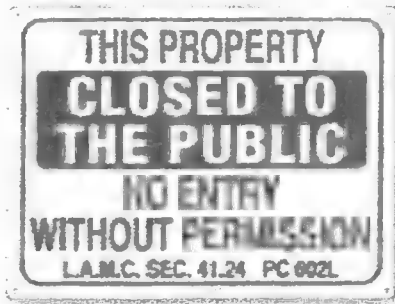


image (1) (1).png  
245K

 **TrespassAuth\_English (1) (1) (1) (1) (1).pdf**  
10K

**THIS PROPERTY**

**CLOSED TO  
THE PUBLIC**

**NO ENTRY**

**WITHOUT PERMISSION**

**L.A.M.C. SEC. 41.24 PC 602L**

Order No. CP2516

**City of Los Angeles**  
**LOS ANGELES MUNICIPAL CODE SECTION 41.24**  
**TRESPASS ARREST AUTHORIZATION**

Los Angeles Police Department

Division \_\_\_\_\_

Dates of Authorization

From \_\_\_\_\_ to \_\_\_\_\_  
(cannot exceed 12 months)

Property Address: \_\_\_\_\_

Type of Property: Residential \_\_\_\_\_ No. of Units \_\_\_\_\_ Commercial \_\_\_\_\_ Type \_\_\_\_\_

I am the Owner/Owner's agent/person in lawful possession of the above referenced property. I request and authorize the Los Angeles Police Department to enter the above property and enforce Los Angeles Municipal Code 41.24.

*[CHECK APPLICABLE PARAGRAPH(S)]*

Posted property not open to the general public, L.A.M.C. Section 41.24 (a)

☐ My property has been posted in accordance with L.A.M.C. 41.24(f) with signs stating "THIS PROPERTY CLOSED TO THE PUBLIC. No Entry Without Permission. L.A.M.C. SEC. 41.24." I authorize the Los Angeles Police Department to arrest anyone on my property who is not a lawful resident, guest or visitor and not exempted under L.A.M.C. 41.24(h) for a violation of L.A.M.C. 41.24(a).

Posted or unposted property not open to the general public, L.A.M.C. Section 41.24 (b)

☐ I authorize the Los Angeles Police Department, pursuant to L.A.M.C. 41.24(b) to advise persons who are not lawful residents, guest, visitors, and not exempted under L.A.M.C. 41.24(h) to leave my property and not to return for 6 months and to arrest such person if they return within six months for a violation of L.A.M.C. 41.24(b)

Commercial property open to the general public, L.A.M.C. Section 41.24 (d)

☐ My property is open to the general public between the hours of \_\_\_\_\_ to \_\_\_\_\_. I authorize the Los Angeles Police Department to advise persons pursuant to L.A.M.C. 41.24(d) to leave the premises for 24 hours if the request to leave is rationally related to the services performed or the facilities provided on the property. I further authorize the Los Angeles Police Department to arrest anyone who has been so notified and refuses to leave or returns within 24 hours for a violation of L.A.M.C. 41.24(d).

I or my authorized agent will cooperate fully in the prosecution of anyone who is arrested for a violation of any local or state law, including trespassing or vandalism. The name of the manager of the aforementioned property is \_\_\_\_\_ and he/she can be reached at:

Telephone No. ( \_\_\_\_\_ ) \_\_\_\_\_ Address: \_\_\_\_\_

Sincerely,

(Signature) \_\_\_\_\_

(Print Name) \_\_\_\_\_

(Telephone No.) \_\_\_\_\_

(Address) \_\_\_\_\_



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

**Re: Night Market in Big Saver Lot continues**

2 messages

Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Tue, Mar 5, 2019 at 1:45 PM

To: [REDACTED]

Steve Boss is developing the property with owner.

Steve Boss  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**200 N. Main St., 9th Floor**  
**Los Angeles, CA 90012**

**Main Line: (213) 978-7878****Direct Line: (213) 978-2230****Download City of Los Angeles Mobile Apps to access City Services (Street Services, Lights, Sanitation).****<https://www.lacity.org/311-services/mobile-apps-and-sites>**

On Tue, Mar 5, 2019 at 1:13 PM [REDACTED] wrote:

Lights are again off at night, which may be helping.

There should be a security guard there. Lots of foot traffic, if you know what I mean.

Thanks for your concern. It is very stressful for our neighborhood.

On Tue, Mar 5, 2019 at 1:02 PM Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt; wrote:

Anthea,

Office Reyes has been in contact with the owners. I will follow up and find out why nothing has changed.

Sincerely,

Gabrielle Taylor

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**200 N. Main St., 9th Floor**  
**Los Angeles, CA 90012**

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On Mon, Mar 4, 2019 at 8:20 PM [REDACTED] wrote:

Don't know where you are in getting the owners of 2619 N. Figueroa involved with dealing with their now dark and abandoned property.

But it is definitely becoming an attractive nuisance for the residences and small businesses that are adjacent to the site. (See email thread to CD1 below.)

It is also attracting a lot of foot traffic along West Avenue 26 that I thought we had finally dealt with after the recycling center went away a few years ago.

I have been trying to find contact info for M.K. Inadomi, who I believe is still the legal owner of the site. I have an address for him and his agent and may pursue myself.

Such a bad look for our struggling neighborhood that was just beginning to get its mojo back.

----- Forwarded message -----

From: [REDACTED]

Date: Sun, Mar 3, 2019 at 8:18 PM

Subject: Night Market in Big Saver Lot continues

To: <33184@lapd.online>, <sylvia.robledo@lacity.org>, <cmcedillo@lacity.org>, <jose.a.rodriquez@lacity.org>

Lot is dark every night.

Folks running the "market" (see picture) say police are just waving them thru until next thing happens there.

They don't even serve tacos.

So bad.

[REDACTED]



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Gabrielle Taylor <gabrielle.taylor@lacity.org>  
Draft

Mon, Aug 5, 2019 at 10:38 AM

Gabrielle P. Taylor, Deputy City Attorney  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, Northeast Division  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

Main Line: (213) 978-7878  
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[Quoted text hidden]



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

**Re: Night Market in Big Saver Lot continues**

2 messages

Tue, Mar 5, 2019 at 1:49 PM

[REDACTED]  
To: Gabrielle Taylor <gabrielle.taylor@lacity.org>

Thank you for this.

Should I reach out to him?

On Tue, Mar 5, 2019 at 1:46 PM Gabrielle Taylor <gabrielle.taylor@lacity.org> wrote:  
Steve Boss is developing the property with owner.

Steve Boss

[REDACTED]

[REDACTED]

[REDACTED]

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

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Direct Line: (213) 978-1230

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On Tue, Mar 5, 2019 at 1:13 PM [REDACTED] wrote:  
Lights are again off at night, which may be helping.

There should be a security guard there. Lots of foot traffic, if you know what I mean.

Thanks for your concern. It is very stressful for our neighborhood.

On Tue, Mar 5, 2019 at 1:02 PM Gabrielle Taylor <gabrielle.taylor@lacity.org> wrote:  
Anthea,

Office Reyes has been in contact with the owners. I will follow up and find out why nothing has changed.

Sincerely,

Gabrielle Taylor

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
200 N. Main St., 9th Floor

Los Angeles, CA 90012

Main Line: (213) 978-7878

Direct Line: (213) 978-2230

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<https://www.lacity.org/311-services/mobile-apps-and-sites>

On Mon, Mar 4, 2019 at 8:20 PM [REDACTED] > wrote:

Don't know where you are in getting the owners of 2619 N. Figueroa involved with dealing with their now dark and abandoned property.

But it is definitely becoming an attractive nuisance for the residences and small businesses that are adjacent to the site. (See email thread to CD1 below.)

It is also attracting a lot of foot traffic along West Avenue 26 that I thought we had finally dealt with after the recycling center went away a few years ago.

I have been trying to find contact info for M.K. Inadomi, who I believe is still the legal owner of the site. I have an address for him and his agent and may pursue myself.

Such a bad look for our struggling neighborhood that was just beginning to get its mojo back.

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, Mar 3, 2019 at 8:18 PM

Subject: Night Market in Big Saver Lot continues

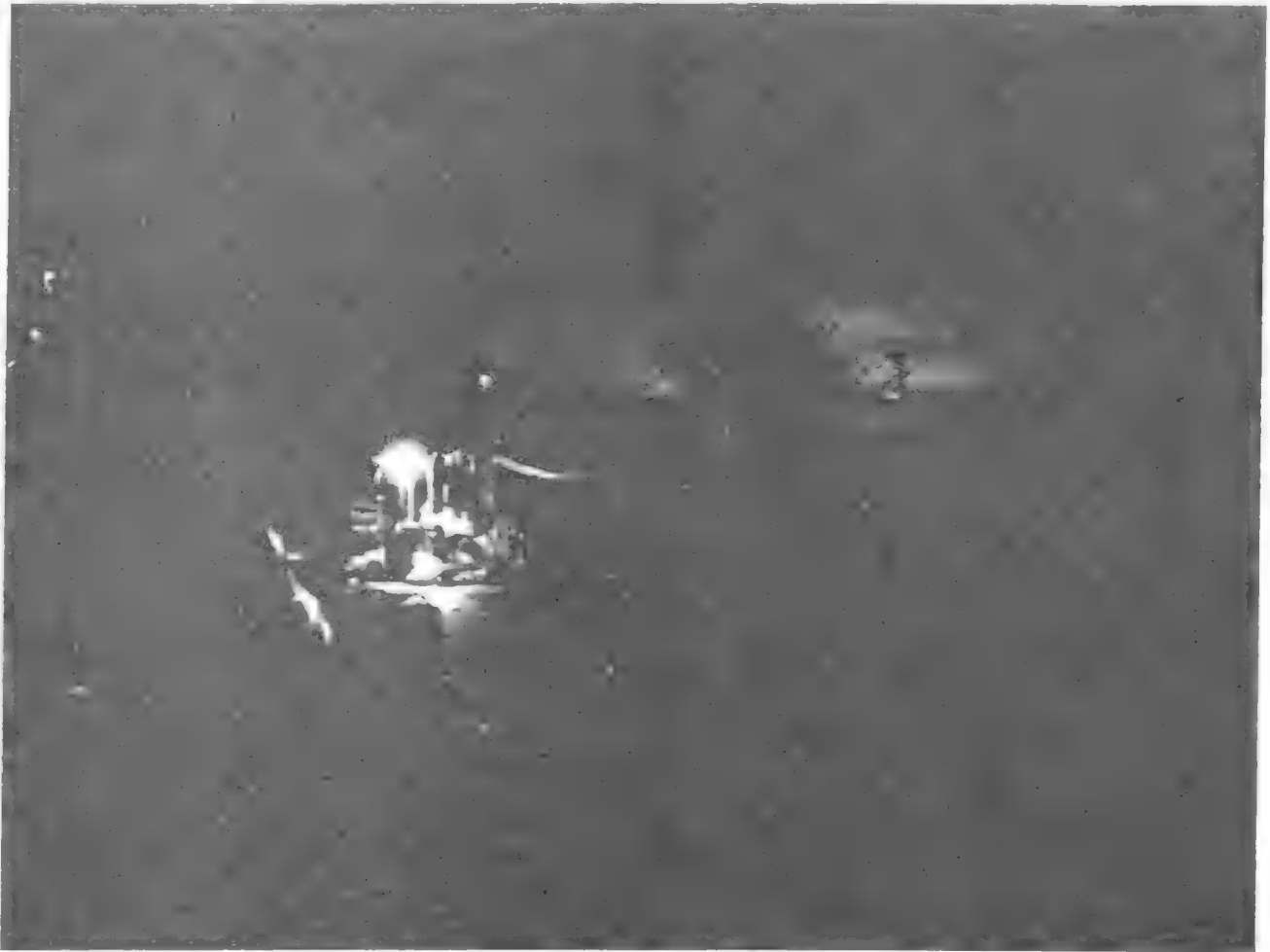
To: <33184@lapd.online>, <sylvia.robledo@lacity.org>, <cmcedillo@lacity.org>, <jose.a.rodriguez@lacity.org>

Lot is dark every night.

Folks running the "market" (see picture) say police are just waving them thru until next thing happens there. They don't even serve tacos.

So bad.

[REDACTED]



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\*\*\*\*\*

Gabrielle Taylor <gabrielle.taylor@lacity.org>  
Draft

Mon, Aug 5, 2019 at 10:51 AM

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**230 N. Main St., 9th Floor**  
**Los Angeles, CA 90012**

**Main Line: (213) 978-7878**

8/5/2019

City of Los Angeles Mail - Re: Night Market in Big Saver Lot continues

**Direct Line: (213) 978-2230**

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[Quoted text hidden]



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

**Re: Night Market in Big Saver Lot continues**

2 messages

---

Gabrielle Taylor <gabrielle.taylor@lacity.org>

Tue, Mar 5, 2019 at 1:52 PM

To: [REDACTED]

If you want to get your neighbors together and really light a fire under them, that would be great! Feel free to contact them.

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**200 N. Main St., 9th Floor**  
**Los Angeles, CA 90012**

**Main Line: (213) 978-7878**  
**Direct Line: (213) 978-2230**

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On Tue, Mar 5, 2019 at 1:50 PM [REDACTED] wrote:

Thank you for this.

Should I reach out to him?

On Tue, Mar 5, 2019 at 1:46 PM Gabrielle Taylor <gabrielle.taylor@lacity.org> wrote:

Steve Boss is developing the property with owner.

Steve Boss

[REDACTED]

[REDACTED]

[REDACTED]

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**200 N. Main St., 9th Floor**  
**Los Angeles, CA 90012**

**Main Line: (213) 978-7878**  
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On Tue, Mar 5, 2019 at 1:13 PM [REDACTED] wrote:  
Lights are again off at night, which may be helping.

There should be a security guard there. Lots of foot traffic, if you know what I mean.

Thanks for your concern. It is very stressful for our neighborhood.

On Tue, Mar 5, 2019 at 1:02 PM Gabrielle Taylor <gabrielle.taylor@lacity.org> wrote:  
Anthea,

Office Reyes has been in contact with the owners. I will follow up and find out why nothing has changed.

Sincerely,  
Gabrielle Taylor  
**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

**Main Line: (213) 978-7878**  
**Direct Line: (213) 978-7238**

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On Mon, Mar 4, 2019 at 8:20 PM [REDACTED] wrote:

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But it is definitely becoming an attractive nuisance for the residences and small businesses that are adjacent to the site. (See email thread to CD1 below.)

It is also attracting a lot of foot traffic along West Avenue 26 that I thought [REDACTED] had finally dealt with after the recycling center went away a few years ago.

I have been trying to find contact info for M.K. Inadomi, who I believe is still the legal owner of the site. I have an address for him and his agent and may pursue myself.

Such a bad look for our struggling neighborhood that was just beginning to get its mojo back.

[REDACTED]

----- Forwarded message -----

From: [REDACTED]  
Date: Sun, Mar 3, 2019 at 8:18 PM  
Subject: Night Market in Big Saver Lot continues  
To: <33184@lapd.online>, <sylvia.robledo@lacity.org>, <cmcedillo@lacity.org>, <jose.a.rodriquez@lacity.org>

Lot is dark every night.  
Folks running the "market" (see picture) say police are just waving them thru until next thing happens there.  
They don't even serve tacos.

So bad.



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Gabrielle Taylor <gabrielle.taylor@lacity.org>  
Draft

Mon, Aug 5, 2019 at 10:51 AM

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**100 N. Main St., 9th Floor**



8/5/2019

City of Los Angeles Mail - Re: Night Market in Big Saver Lot continues

**Los Angeles, CA 90012**

**Main Line: (213) 978-7878**

**Direct Line: (213) 978-2230**

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[Quoted text hidden]



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: 2619 N. Figueroa St**

2 messages

Steve Boss [REDACTED]@arroyosecodg.com&gt;

Tue, Mar 5, 2019 at 3:39 PM

To: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Cc: [REDACTED] Luis Reyes &lt;33184@lapd.online&gt;, Kimberly Morosi

&lt;[REDACTED]@lacity.org&gt;, [REDACTED] Genske [REDACTED] Genske@ [REDACTED], [REDACTED]

[REDACTED], Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;, Ruben Arellano &lt;32338@lapd.online&gt;

Monday is good.

We have fencing company that will be installing chain link in parking area next week. We have installed video surveillance system. This photo is new. Haven't seen that activity as of few days ago.

It will be good to meet and discuss options.

On Tue, Mar 5, 2019, 1:44 PM Gabrielle Taylor <gabrielle.taylor@lacity.org> wrote:



Steve,

I am following up if you have met with SLO Reyes? I know he has been in contact with some of you. The property continues to deteriorate and now appears to have ■ some sort of open air market/ swap meet operating on it as well as people living in RV's. SEE PHOTO.

Although SLO Reyes is on vacation, it is imperative that we meet and abate this public nuisance (PENAL CODE 373). I am available next Monday in the afternoon and evening.

If these people and RV's on not allowed on the property then the manager or owners must call the police and sign a private person's arrest form (PPA) in order to effectuate an arrest. And also make arrangements for a tow. Please also post the necessary no trespass signs and lock and secure the gates in the evening.

Some sample signs attached as well as a No Trespass Authorization form.

Is this property fully closed to the public? if the property is vacant and closed to the public please post the appropriate signs. SEE CVC 22950-22953

If you still have business operating please work with a tow company, install signs that limit parking to two hour customer only as well as clearly indicate NO OVERNIGHT PARKING and LOT CLOSURE HOURS. You must have security then issue citations and start the document the violation. SEE CVC 22658.

Please contact me as soon as possible for a time to meet at the station next Monday.

Sincerely,  
Gabrielle Taylor

Gabrielle P. Taylor, Deputy City Attorney  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, Northwest Division  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

Main Line: (213) 975-7878  
Direct Line: (213) 578-2330

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On Wed, Jan 23, 2019 at 8:56 AM [REDACTED] wrote:

Steve,

Tuesday the 29<sup>th</sup> at 11:00 AM works for us.

[REDACTED]

**From:** Steve Boss [REDACTED]@arroyosecodg.com>

**Sent:** Wednesday, January 23, 2019 8:28 AM

**To:** gabrielle.taylor@lacity.org; 33184@lapd.online; kimberly.morosi@lacity.org; [REDACTED] Genske

[REDACTED] Genske@ [REDACTED]; [REDACTED]

**Subject:** 2619 N. Figueroa St

All,

Below is an email from Gabrielle Taylor regarding the property referenced above. We are requesting that all copied on this email meet at the site with Gabrielle and Luis Reyes to review options for securing the property prior to renovations. [REDACTED] out of town, but Genske and [REDACTED] here represent ownership of the property.

I am suggesting **11:00 AM on Tuesday, January 29th.** If this does not work for you, please 'reply all' with alternate date/time.

Thank you,

Steve Boss

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

**From:** Gabrielle Taylor <gabrielle.taylor@lacity.org>

**Date:** Tue, Jan 22, 2019 at 3:09 PM

**Subject:** 2619 Figueroa

**To:** [REDACTED]

**Cc:** Kimberly Morosi <kimberly.morosi@lacity.org>, Luis Reyes <33184@lapd.online>

Property owner:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior Lead Office Luis Reyes and I have been receiving almost daily complaints about your property. It has been left open and unsecured with RV's parking and people living in them on your lot, apparent drug dealing, and use by gang members. Your property is fast becoming a public nuisance and a vector of crime. I just left a telephone message and look forward to hearing from you. Please let me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

Thank you.

Gabrielle Taylor

**Gabrielle P. Taylor, Deputy City Attorney**

**Office of the City Attorney, Los Angeles**

**Neighborhood Prosecutor, Northeast Division**

**231 N. Main St., 9th Floor**

**Los Angeles, CA 90012**

**Main Line: (213) 978-7678**

**Direct Line: (213) 978-2230**

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\*\*\*\*\*

Gabrielle Taylor <gabrielle.taylor@lacity.org>  
Draft

Mon, Aug 5, 2019 at 11:58 AM

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**231 N. Main St., 9th Floor**

8/5/2019 ■ . . ■

City of Los Angeles Mail - Re: 2619 N. Figueroa St

**Los Angeles, CA 90012**

**Main Line: (213) 978-7878**

**Direct Line: (213) 978-2230**

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[Quoted text hidden]



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Fwd: Cypress Park**

1 message

Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt;

Tue, Mar 5, 2019 at 4:46 PM

To: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;, Luis Reyes &lt;33184@lapd.online&gt;, Ruben Arellano &lt;32338@lapd.online&gt;, Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;

Cc: Kimberly Morosi &lt;kimberly.morosi@lacity.org&gt;, [REDACTED], Genske

[REDACTED] Genske@[REDACTED], [REDACTED]  
[REDACTED]

Gabrielle / Luis / Ruben / Jose,

See below regarding 2619 N. Figueroa St. We are targeting installation of parking lot fencing on Thursday and Friday this week. Per their request - can [REDACTED] get police to help monitor?

I'm going to have notices put on all cars in the parking lot on Wednesday. I [REDACTED] also notify the towing company that [REDACTED] will need them on Thursday morning.

Steve Boss  
[REDACTED]  
[REDACTED]  
[REDACTED]

----- Forwarded message -----

From: [REDACTED]  
Date: Tue, Mar 5, 2019 at 4:34 PM  
Subject: Re: Cypress Park  
To: Steve Bos: [REDACTED]@arroyosecodg.com>

Great. ... I will tentatively schedule for Thursday the March 7th.... and Friday March 8th....

Once we get dig alert done... we have to make sure the police are on site when our guys show up.... It's important that our employees [REDACTED] working in a "SAFE" working environment.

[REDACTED]  
**Account Manager**

**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

**Mobile** [REDACTED]  
**Phone** [REDACTED] **Fax** [REDACTED]  
[www.socalindustries.com](http://www.socalindustries.com)

**MBE certified**

On Tue, Mar 5, 2019 at 4:31 PM Steve Boss [REDACTED]@arroyosecodg.com> wrote:  
OK, I'll start the dig alert.

Steve Boss  
[REDACTED]  
[REDACTED]  
[REDACTED]

On Tue, Mar 5, 2019 at 4:29 PM [REDACTED] wrote:  
Here is your cost... Please print full name, sign, date and email back to me as soon as possible. I can't schedule without it returned to me.  
If you want line post please call dig alert ASAP... If that I would go with the line post to [REDACTED] the site...

[REDACTED]  
Account Manager



**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
[www.socalindustries.com](http://www.socalindustries.com)  
**MBE certified**

On Thu, Feb 28, 2019 at 9:34 AM Steve Boss [REDACTED]@arroyosecodg.com> wrote:  
Hi Carlos. Thanks for touching base.

The property is at 2619 N. Figueroa St, Los Angeles 90065. It's a mostly vacant shopping center that we are going to renovate. It will take us 3-4 months to get permits (we think), so we want to fence off some of the parking lot.

I have attached a tentative plan showing where the fencing would go. We can either discuss on the phone or set up a time to meet at the property.

Thanks,

Steve Boss  
[REDACTED]  
[REDACTED]



1 2 3 4

5

[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

On Wed, Feb 27, 2019 at 5:04 PM [REDACTED] wrote:

Mathew ask me to get in touch with you. I left you a voicemail. If you still need my assistance please feel free to contact me. By the way what is the address?

[REDACTED]



## Southern California Industries

163 Sixth Ave.

City of Industry, CA 91746

**Mobile** Phone  Fax 

[www.socalindustries.com](http://www.socalindustries.com)

**MBE** *certified*

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St



Gabrielle Taylor <gabrielle.taylor@lacity.org>

---

## Re: 2619 N. Figueroa St

2 messages

Steve Boss [REDACTED]@arroyosecodg.com>

Tue, Mar 5, 2019 at 5:53 PM

To: Gabrielle Taylor <gabrielle.taylor@lacity.org>

Cc: [REDACTED] Luis Reyes <33184@lapd.online>, Kimberly Morosi  
<kimberly.morosi@lacity.org>, [REDACTED] Censke [REDACTED] [REDACTED]@ [REDACTED]

[REDACTED] <32338@lapd.online>

here is the signed Trespass Arrest Authorization.

Steve [REDACTED]

Arroyo Seco Development Group

[REDACTED]  
[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

On Tue, Mar 5, 2019 at 1:44 PM Gabrielle Taylor <gabrielle.taylor@lacity.org> wrote:



Steve,

I am following up if you have met with SLO Reyes? I know he has been in contact with some of you. The property continues to deteriorate and now appears to have a some sort of open air market/ swap meet operating on it as well as people living in RV's. SEE PHOTO.

Although SLO Reyes is on vacation, it is imperative that we meet and abate this public nuisance (PENAL CODE 373). I am available next Monday in the afternoon and evening.

If these people and RV's on not allowed on the property then the manager or owners must call the police and sign ■ private person's arrest form (PPA) in order to effectuate an arrest. And also make arrangements for ■ tow. Please also post the necessary no trespass signs and lock and secure the gates in the evening.

Some sample signs attached as well as a No Trespass Authorization form.

Is this property fully closed to the public? if the property is vacant and closed to the public please post the appropriate signs. SEE CVC 22950-22953

If you still have business operating please work with a tow company, install signs that limit parking to two hour customer only as well as clearly indicate NO OVERNIGHT PARKING and LOT CLOSURE HOURS. You must have security then issue citations and start the document the violation. SEE CVC 22658.

Please contact me as soon as possible for a time to meet at the station next Monday.

Sincerely,  
Gabrielle Taylor

**Gabrielle P. Taylor, Deputy City Attorney**  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, Northeast Division  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

Main Line (213) 978-7878  
Direct Line (213) 978-2230

**Download City of Los Angeles Mobile Apps to access City Services (Street Services, Lights, Sanitation).**

<https://www.lacity.org/311-services/mobile-apps-and-sites>



On Wed, Jan 23, 2019 at 8:56 AM [REDACTED] wrote:

Steve,

Tuesday the 29<sup>th</sup> at 11:00 AM works for us.

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St

Torly Camolina

**From:** Steve Boss <[REDACTED]@arroyosecodg.com>

**Sent:** Wednesday, January 23, 2019 8:28 AM

**To:** gabrielle.taylor@lacity.org; 33184@lapd.online; kimberly.morosi@lacity.org; [REDACTED] Genske

[REDACTED] Genske@[REDACTED]; [REDACTED]

**Subject:** 2619 N. Figueroa St

All,

Below is an email from Gabrielle Taylor regarding the property referenced above. We are requesting that all copied on this email meet at the site with Gabrielle and Luis Reyes to review options for securing the property prior to renovations. [REDACTED] is out of town, but Genske and [REDACTED] copied here represent ownership of the property.

I am suggesting 11:00 AM on Tuesday, January 29th. If this does not work for you, please 'reply all' with alternate date/time.

Thank you,

Steve Boss

Arroyo Seco Development Group

[REDACTED]  
www.ArroyoSecoDG.com

----- Forwarded message -----

**From:** Gabrielle Taylor <gabrielle.taylor@lacity.org>

**Date:** Tue, Jan 22, 2019 at 3:09 PM

**Subject:** 2619 Figueroa

**To:** [REDACTED]

**Cc:** Kimberly Morosi <kimberly.morosi@lacity.org>, Luis Reyes <33184@lapd.online>

Property owner:

[REDACTED]  
Cell [REDACTED]

Home [REDACTED]

E-mail [REDACTED]

Mr. [REDACTED]

I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior Lead Office Luis Reyes and I have been receiving almost daily complaints about your property. It has been left open and unsecured with RV's parking and people living in them on your lot, apparent drug dealing, and use by gang members. Your property is fast becoming a public nuisance and a vector of crime. I just left a telephone message and look forward to hearing from you. Please let me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

Thank you.

Gabrielle Taylor

Gabrielle P. Taylor, Deputy City Attorney

Office of the City Attorney, Los Angeles

Neighborhood Prosecutor, Northeast Division

200 N. Main St., 9th Floor

Los Angeles, CA 90012

Main Line: (213) 978-7878

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\*\*\*\*\*

 Trespass Authorization\_2619 N Figueroa St.pdf  
412K

Gabrielle Taylor <gabrielle.taylor@lacity.org>  
Draft

Mon, Aug 5, 2019 at 10:39 AM

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St

**Gabrielle P. Taylor, Deputy City Attorney  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, Northeast Division  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012**

**Main Line: (213) 978-7878  
Direct Line: (213) 978-2230**

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**<https://www.lacity.org/311-services/mobile-apps-and-sites>**

[Quoted  hidden]

 **Trespass Authorization\_2619 N Figueroa **  
412K



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: 2619 N. Figueroa St**

1 message

**Jose Rodriguez** <jose.a.rodriguez@lacity.org>

Tue, Mar 5, 2019 at 6:07 PM

To: Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt;

Cc: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;, [REDACTED], Luis Reyes

&lt;33184@lapd.online&gt;, Kimberly Morosi &lt;kimberly.morosi@lacity.org&gt;, Genske &lt;[REDACTED]@cbre.com&gt;, [REDACTED]

[REDACTED], Ruben Arellano &lt;32338@lapd.online&gt;

Hi,

I'm available Monday anytime 12-2pm if that works ■ not proceed without me.

[REDACTED] are photos I took from around 4pm today ■ site.

Thanks.

Jose Rodriguez, Deputy District Director  
 Office of LA City Councilman Gilbert Cedillo  
 5577 N. Figueroa St.  
 Highland Park, CA. 90042  
 (323) 550-1538 Office

&gt; On Mar 5, 2019, at 3:39 PM, Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt; wrote:

&gt;

&gt; Monday is good.

&gt;

&gt; We have fencing company that will be installing chain link in parking [REDACTED]

&gt; next week. We have installed video surveillance system. This photo is [REDACTED]

&gt; ■ Haven't seen that activity as of few days ago.

&gt;

&gt; It will be good to meet and discuss options.

&gt;

> On Tue, Mar 5, 2019, 1:44 PM Gabrielle Taylor <gabrielle.taylor@lacity.org>  
 > wrote:

&gt;

&gt;&gt; [image: IMG-1961.jpg]

&gt;&gt; Steve,

&gt;&gt;

&gt;&gt; I am following up if you have met with SLO Reyes? I know he has been in

&gt;&gt; contact with some of you. The property continues to deteriorate and [REDACTED]

&gt;&gt; appears to have ■ some sort of open air market/ swap meet operating on it

&gt;&gt; as well as people living in RV's. SEE PHOTO.

&gt;&gt;

&gt;&gt; Although SLO Reyes is on vacation, it is imperative that we meet and abate

&gt;&gt; this public nuisance (PENAL CODE 373). I am available next Monday in the

&gt;&gt; afternoon and evening.

&gt;&gt;

&gt;&gt; If these people and RV's on not allowed on the property then the manager

&gt;&gt; or owners must call the police and sign a private person's arrest form

&gt;&gt; (PPA) in order to effectuate an arrest. And also make arrangements for a

&gt;&gt; tow. Please also post the necessary no trespass signs and lock and secure

&gt;&gt; the gates in the evening.

&gt;&gt;

&gt;&gt; Some sample signs attached as well as a No Trespass Authorization form.

&gt;&gt;

&gt;&gt; Is this property fully closed to the public? if the property is vacant

&gt;&gt; and closed to the public please post the appropriate signs. SEE CVC

&gt;&gt; 22950-22953

>>  
>> If you still have business operating please work with a tow company,  
>> install signs that limit parking to two hour customer only as well as  
>> clearly indicate NO OVERNIGHT PARKING and LOT CLOSURE HOURS. You must have  
>> security then issue citations and start the document the violation. SEE CVC  
>> 22658.

>>  
>> Please contact me as soon as possible for a time to meet at the station  
>> next Monday.

>>  
>> Sincerely,  
>> Gabrielle Taylor

>>  
>>  
>> \*Gabrielle P. Taylor, \*\*Deputy City Attorney\*  
>> \*Office of the City Attorney, Los Angeles\*  
>> \*Neighborhood Prosecutor, Northeast Division\*  
>> \*1200 N. Main St., 9th Floor\*  
>> \*Los Angeles, CA 90012\*

>>  
>> \*Urban Line: (213) 978-7878\*

>> \*Tina Line: (213) 978-2230\*

>>  
>> \*Download City of Los Angeles Mobile Apps to access City Services (Street  
>> Services, Lights, Sanitation).\*

>>  
>> \*https://www.lacity.org/311-services/mobile-apps-and-sites  
>> <https://www.lacity.org/311-services/mobile-apps-and-sites>\*

>>  
>> [image: image.png]

>>  
>>  
>>  
>> On Wed, Jan 23, 2019 at 8:56 AM [REDACTED]  
>> wrote:

>>  
>>> Steve,

>>>  
>>>  
>>>  
>>> Tuesday the 29th at 11:00 AM works for us.

>>>  
>>>  
>>> [REDACTED]

>>>  
>>>  
>>>  
>>> \*From:\* Steve Boss [REDACTED]@arroyosecodg.com>  
>>> \*Sent:\* Wednesday, January 23, 2019 8:28 AM  
>>> \*To:\* gabrielle.taylor@lacity.org; 33184@lapd.online;  
>>> kimberly.morosi@lacity.org; [REDACTED] Genske [REDACTED] Genske [REDACTED] Bruce

>>> [REDACTED]  
>>> [REDACTED]  
>>> [REDACTED]  
>>> [REDACTED]

>>> \*Subject:\* 2619 N. Figueroa St

>>>  
>>>  
>>>  
>>> All,



&gt;&gt;&gt;

&gt;&gt;&gt;

>>> Below is an email from Gabrielle Taylor regarding the property referenced  
>>> above. We are requesting that all copied on this email meet at the site  
>>> with Gabrielle and Luis Reyes to review options for securing the property  
>>> prior to renovations. Mr. Inadomi is out of town, but Genske and Bailey  
>>> copied here represent ownership of the property.

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

>>> I am suggesting \*11:00 AM on Tuesday, January 29th\*. If this does not  
>>> work for you, please 'reply all' with alternate date/time.

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

>>> Thank you,

&gt;&gt;&gt;

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&gt;&gt;&gt;

&gt;&gt;&gt;

>>> Brian Boss

&gt;&gt;&gt;

>>> Arroyo Seco Development Group

&gt;&gt;&gt;

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&gt;&gt;&gt;

>>> [www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

>>> ----- Forwarded message -----

>>> From: "Gabrielle Taylor" <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>

>>> Date: Tue, Jan 22, 2019 3:09 PM

>>> Subject: 2619 Figueroa

>>> To: [REDACTED]

>>> Cc: Kimberly Morosi <[kimberly.morosi@lacity.org](mailto:kimberly.morosi@lacity.org)>, Luis Reyes <

>>> [33184@lapd.online](mailto:33184@lapd.online)>

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

>>> Property owner:

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; Cell [REDACTED]

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; Home [REDACTED]

&gt;&gt;&gt;

&gt;&gt;&gt; E-mail [REDACTED]

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; Mr. [REDACTED]

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

>>> I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior  
>>> Lead Office Luis Reyes and I have been receiving almost daily complaints  
>>> about your property. It has been left open and unsecured with RV's parking  
>>> and people living in them on your lot, apparent drug dealing, and use by  
>>> gang members. Your property is fast becoming a public nuisance and a vector  
>>> of crime. I just left a telephone message and look forward to hearing from  
>>> you. Please let me know if when you can meet with Senior Lead Officer Luis  
>>> Reyes and I as soon as possible.

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; Thank you.

&gt;&gt;&gt;

&gt;&gt;&gt; Gabrielle Taylor

&gt;&gt;&gt;

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&gt;&gt;&gt;

&gt;&gt;&gt; \*Gabrielle P. Taylor, Deputy City Attorney\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*Office of the City Attorney, Los Angeles\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*Neighborhood Prosecutor, Northeast Division\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*200 N. Main St., 9th Floor\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*Los Angeles, CA 90012\*

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&gt;&gt;&gt; \*Main Line: (213) 978-7878\*

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&gt;&gt;&gt; \*Direct Line: (213) 978-2230\*

&gt;&gt;&gt;

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&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

>>> \*<https://www.lacity.org/311-services/mobile-apps-and-sites>>>> <[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.lacity.org\\_311-2Dservices\\_mobile-2Dapps-2Dand-2Dsites&d=DwMFaQ&c=jozbAXBGpZCeJmn-Q9SThA&r=vEBuuccfiGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&m=CfqBHoTYwUtVMchX9xSCLTVdAWWWF0w4-vqySjuSeWQ&s=3holKId32RvMXpx3\\_vzfl10UuF-IBax\\_3S32OBpghXQ&e=>](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.lacity.org_311-2Dservices_mobile-2Dapps-2Dand-2Dsites&d=DwMFaQ&c=jozbAXBGpZCeJmn-Q9SThA&r=vEBuuccfiGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&m=CfqBHoTYwUtVMchX9xSCLTVdAWWWF0w4-vqySjuSeWQ&s=3holKId32RvMXpx3_vzfl10UuF-IBax_3S32OBpghXQ&e=>)>

&gt;&gt;&gt;

&gt;&gt;

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&gt;&gt; by e-mail and delete the original message and any attachments without

&gt;&gt; reading or saving in any manner.

&gt;&gt; \*\*\*\*\*

&gt;&gt;

&gt; &lt;image.png&gt;

&gt; &lt;IMG-1961.jpg&gt;

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3 attachments

image1.JPG

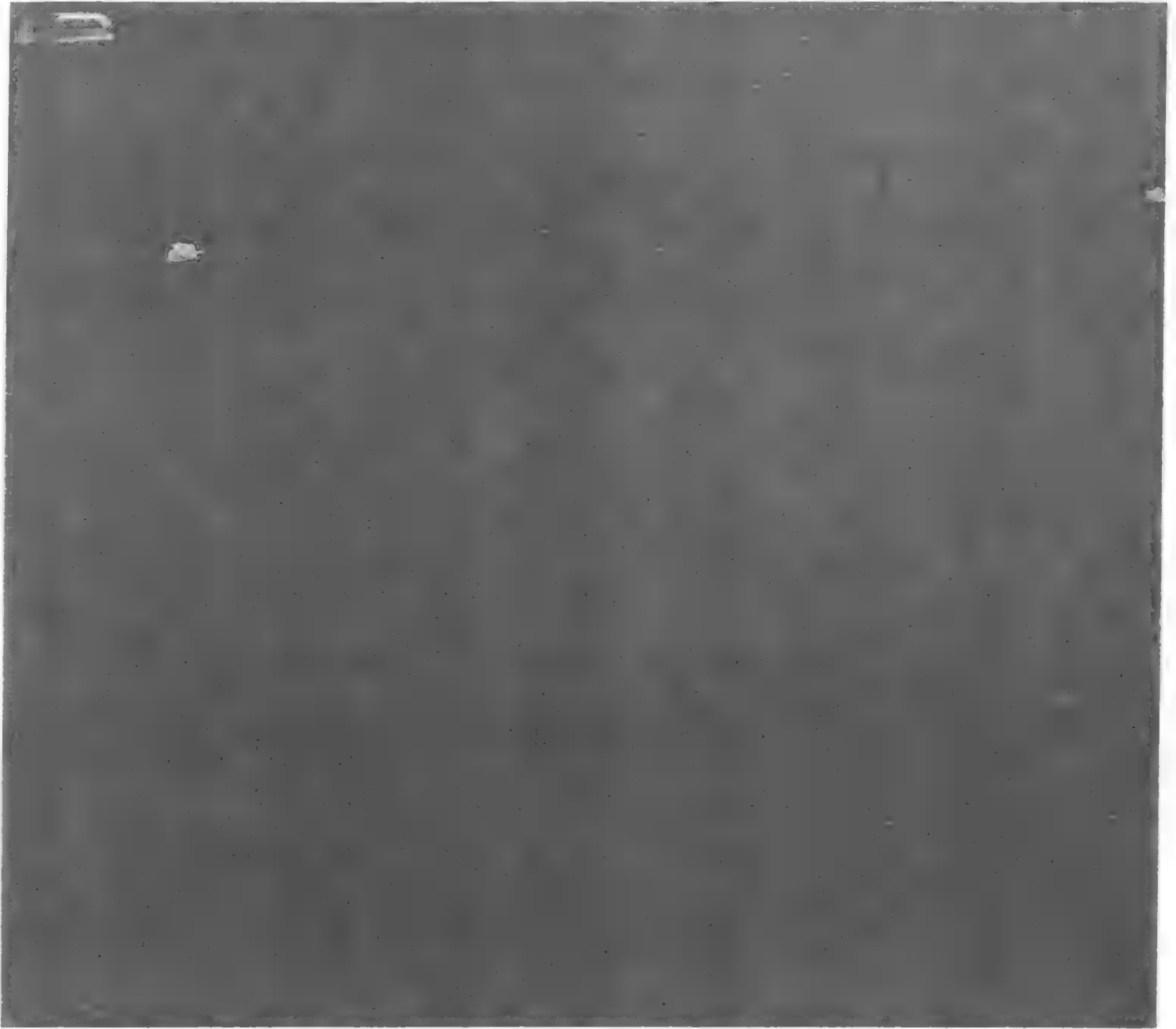
1753K



image2.JPG  
1656K

noname.Dat  
1K









Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: 2619 N. Figueroa St**

1 message

Steve Boss [REDACTED]@arroyosecodg.com&gt;

Tue, Mar 5, 2019 at 6:16 PM

To: Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;

Cc: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt; [REDACTED] Luis Reyes

&lt;33184@lapd.online&gt;, Kimberly Morosi &lt;kimberly.morosi@lacity.org&gt;, [REDACTED] Genske [REDACTED] Genske@ [REDACTED]

Matthew Aldridge &lt;maldridge@savantconstruction.com&gt;, Ruben Arellano &lt;32338@lapd.online&gt;

works for me.

Steve [REDACTED]

Arroyo Seco Development Group

New ArroyoSecoDG [REDACTED]

On Tue, Mar 5, 2019 at 6:07 PM Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt; wrote:

Hi,

I'm available Monday anytime 12-2pm if that works if not proceed without me.

Attached are photos I took from around 4pm today at site.

Thanks,

Jose Rodriguez, Deputy District Director  
Office of LA City Councilman [REDACTED] Cedillo  
5577 N. Figueroa St.  
Highland Park, CA 90042  
(323) 550-1538 Office

&gt; On Mar 5, 2019, at 3:39 PM, Steve Boss [REDACTED]@arroyosecodg.com&gt; wrote:

&gt;

&gt; Monday is good.

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&gt;

&gt;&gt; [image: IMG-1961.jpg]

&gt;&gt; Steve,

&gt;&gt;

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>> Some sample signs attached as well as a No Trespass Authorization form.  
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>> security then issue citations and start the document the violation. SEE CVC  
>> 22658.  
>>  
>> Please contact me as soon as possible for a time to meet at the station  
>> next Monday.  
>>  
>> Sincerely,  
>> Gabrielle Taylor  
>>  
>>  
>>  
>> "Gabrielle P. Taylor, "Deputy City Attorney"  
>> "Office of the City Attorney, Los Angeles"  
>> "Neighborhood Prosecutor, Northeast Division"  
>> "200 N. Main St., 9th Floor"  
>> "Los Angeles, CA 90012"  
>>  
>> "Main Line: (213) 978-7878"  
>> "Direct Line: (213) 978-2230"  
>>  
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>>  
>> "https://www.lacity.org/311-services/mobile-apps-and-sites  
>> <https://www.lacity.org/311-services/mobile-apps-and-sites>"  
>>  
>>  
>> [image: image.png]  
>>  
>>  
>>  
>> On Wed, Jan 23, 2019 at 8:56 AM [REDACTED]  
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>>  
>>> Steve,  
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>>> Tuesday the 29th at 11:00 AM works for us.  
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>>>  
>>>  
>>> [REDACTED]  
>>>  
>>>  
>>>  
>>> \*From:\* Steve Boss <sboss@arroyosecodg.com>  
>>> \*Sent:\* Wednesday, January 23, 2019 8:28 AM  
>>> \*To:\* gabrielle.taylor@lacity.org; 33184@lapd.online;  
>>> kimberly.morosi@lacity.org; [REDACTED] Genske [REDACTED] Genske@ [REDACTED]



8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St

>>> [REDACTED]  
>>> [REDACTED]  
>>> [REDACTED]  
>>> [REDACTED]  
>>> [REDACTED]  
>>> \*Subject: 2619 N. Figueroa St

>>>  
>>>  
>>>  
>>>  
>>> All,  
>>>  
>>>  
>>>

>>> Below is an email from Gabrielle Taylor regarding the property referenced  
>>> above. We are requesting that all copied on this email meet at the site  
>>> with Gabrielle and Luis Reyes to review options for securing the property  
>>> prior to renovations. Mr. [REDACTED] out of town, but Genske [REDACTED]  
>>> copied here represent ownership of the property.

>>>  
>>>  
>>>  
>>> I am suggesting "11:00 AM on Tuesday, January 29th" if this does not  
>>> work for you, please reply with alternate date/time

>>>  
>>>  
>>>  
>>> Thank you.

>>>  
>>>  
>>>  
>>>  
>>>  
>>> Steve Boss  
>>>  
>>> Arroyo Seco Development Group

>>> [REDACTED]  
>>>  
>>> www.ArroyoSecoDG.com

>>>  
>>>  
>>>  
>>> ----- Forwarded message -----  
>>> From: "Gabrielle Taylor" <gabrielle.taylor@lacity.org>  
>>> Date: Tue, Jan 22, 2019 at 3:09 PM  
>>> Subject: 2619 Figueroa  
>>> To: [REDACTED]  
>>> Cc: Kimberly Morosi <kimberly.morosi@lacity.org>, Luis Reyes-<  
>>> 33184@lapd.online>

>>>  
>>>  
>>>  
>>> Property owner:

>>> [REDACTED]  
>>>  
>>> Cell [REDACTED]  
>>>  
>>> Home [REDACTED]  
>>>  
>>> E-mail [REDACTED]  
>>>  
>>>  
>>> Mr. [REDACTED]

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

>>> I am the Neighborhood Prosecutor for LAPD Northeast Division. Senior  
 >>> Lead Office Luis Reyes and I have been receiving almost daily complaints  
 >>> about your property. It has been left open and unsecured with RV's parking  
 >>> and people living in them on your lot, apparent drug dealing, and use by  
 >>> gang members. Your property is fast becoming a public nuisance and a vector  
 >>> of crime. I just left a telephone message and look forward to hearing from  
 >>> you. Please let me know if when you can meet with Senior Lead Officer Luis  
 >>> Reyes and I as soon as possible.

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; Thank you.

&gt;&gt;&gt;

&gt;&gt;&gt; Gabrielle Taylor

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; "Gabrielle P. Taylor, Deputy City Attorney"

&gt;&gt;&gt;

&gt;&gt;&gt; "Office of the City Attorney, Los Angeles"

&gt;&gt;&gt;

&gt;&gt;&gt; "Neighborhood Prosecutor, Northeast Division"

&gt;&gt;&gt;

&gt;&gt;&gt; "200 N. Main St., 9th Floor"

&gt;&gt;&gt;

&gt;&gt;&gt; "Los Angeles, CA 90012"

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; "Main Line: (213) 978-7878"

&gt;&gt;&gt;

&gt;&gt;&gt; "Direct Line: (213) 978-2230"

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

>>> "Download City of Los Angeles Mobile Apps to access City Services (Street  
 >>> Services, Lights, Sanitation)."

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; "https://www.lacity.org/311-services/mobile-apps-and-sites"

>>> <https://urldefense.proofpoint.com/v2/url?u=https-3A\_\_www.lacity.org\_311-2Dservices\_mobile-2Dapps-2Dand-  
 2Dsites&d=DwMFaQ&c=j0zbAXBGpZCeJmn-Q9SThA&r=vEBuuccftGu7Mov5CZ4UxkTmgsfb5dMP-  
 XxpLuQMwnk&m=C1qBH0TYwUtVMcHX9xSCLTVdAWWWF0w4-vqySjuSeWQ&s=3hoIKId32RvMXpx3\_vzfl10UuF-  
 IBax\_3S32OBpghXQ&e=>"

&gt;&gt;&gt;

&gt;&gt;

&gt;&gt; \*\*\*\*\*Confidentiality Notice \*\*\*\*\*

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 >> you have received this communication in error, please notify us immediately  
 >> by e-mail and delete the original message and any attachments without  
 >> reading or saving in any manner.

&gt;&gt; \*\*\*\*\*

&gt;&gt;

&gt; &lt;image.png&gt;

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St

> <IMG-1961.jpg>

8/5/2019

City of Los Angeles Mail - RE: 2619 N. Figueroa St--meet 12 noon monday next week on site



Gabrielle Taylor <gabrielle.taylor@lacity.org>

---

**RE: 2619 N. Figueroa St--meet 12 noon monday next week on site**

1 message

---

Genske, [REDACTED] @ Glendale [REDACTED] Genske@ [REDACTED] Wed, Mar 6, 2019 at 7:28 AM  
To: Jose Rodriguez <jose.a.rodriguez@lacity.org>, Steve Boss [REDACTED] @arroyosecodg.com>  
Cc: Gabrielle Taylor <gabrielle.taylor@lacity.org>, [REDACTED] Luis Reyes  
<33184@lapd.online>, Kimberly Morosi <kimberly.morosi@lacity.org>, [REDACTED]  
[REDACTED]  
[REDACTED]

Lets plan on meeting at the property for those who can make it at 12 noon monday.

[REDACTED] Genske | Senior Vice President | Lic. 01034790  
[REDACTED]

234 S. Brand Blvd. | Glendale, CA 91204

T + [REDACTED] | C + [REDACTED] | F [REDACTED]  
[REDACTED]

—Original Message—

From: Jose Rodriguez [mailto:jose.a.rodriguez@lacity.org]  
Sent: Tuesday, March 5, 2019 6:07 PM  
To: Steve Boss [REDACTED] @arroyosecodg.com>  
Cc: Gabrielle Taylor <gabrielle.taylor@lacity.org>; [REDACTED]; Luis Reyes  
<33184@lapd.online>; Kimberly Morosi <kimberly.morosi@lacity.org>; Genske, [REDACTED]  
[REDACTED] Genske([REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]  
[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]  
[REDACTED]  
Subject: Re: 2619 N. Figueroa St

Hi,

I'm available Monday anytime 12-2pm if that works if not proceed without me.

Attached are photos I took from around 4pm today at site.

Thanks,

Jose Rodriguez, Deputy District Director Office of LA City Councilman Gilbert Cedillo

5577 N. Figueroa St.

Highland Park, CA. 90042

(323) 550-1538 Office

> On Mar 5, 2019, at 3:39 PM, Steve Boss [REDACTED]@arroyosecodg.com> wrote:

>

> Monday is good.

>

> We have fencing company that will be installing chain link in parking.

> area next week. We have installed video surveillance system. This photo is new.

> Haven't seen that activity as of few days ago.

>

> It will be good to meet and discuss options.

>

> On Tue, Mar 5, 2019, 1:44 PM Gabrielle Taylor

■ <gabrielle.taylor@lacity.org>

> wrote:

>

>> [image: IMG-1961.jpg]

>> Steve,

>>

>> I am following up if you have met with SLO Reyes? I know he has been

>> in contact with some of you. The property continues to deteriorate

>> and [REDACTED] appears to have a some sort of open air market/ swap meet

>> operating on it [REDACTED] well [REDACTED] people living in RV's. SEE PHOTO.

>>

>> Although SLO Reyes is on vacation, it is imperative that [REDACTED] meet and

>> abate this public nuisance (PENAL CODE 373). I am available next

>> Monday in the afternoon and evening.

>>

>> If these people and RV's on not allowed on the property then the

>> manager or owners must call the police and sign a private person's

>> arrest form

>> (PPA) in order to effectuate an arrest. And also make arrangements

>> for a tow. Please also post the necessary no trespass signs and lock

>> and secure the gates in the evening.

8/5/2019

City of Los Angeles Mail - RE: 2619 N. Figueroa St--meet 12 noon monday next week on site

>>

>> Some sample signs attached as well as a No Trespass Authorization form.

>>

>> Is this property fully closed to the public? if the property is

>> vacant and closed to the public please post the appropriate signs.

>> SEE CVC

>> 22950-22953

>>

>> If you still have business operating please work with a tow company.

>> install signs that limit parking to two hour customer only as well

>> clearly indicate NO OVERNIGHT PARKING and LOT CLOSURE HOURS. You must

>> have security then issue citations and start the document the

>> ~~install the CVC signs~~

>>

>> Please contact me as soon as possible for a time to meet at the

>> station next Monday.

>>

>> Sincerely,

>> Gabrielle Taylor

>>

>>

>>

>> \*Gabrielle P. Taylor, \*\*Deputy City Attorney\* \*Office of the City

>> Attorney, Los Angeles\* \*Neighborhood Prosecutor, Northeast Division\*

>> \*200 N. Main St., 9th Floor\*

>> \*Los Angeles, CA 90012\*

>>

>> \*Main Line: (213) 978-7878\*

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>>

>> \*Download City of Los Angeles Mobile Apps to access City Services

>> (Street Services, Lights, Sanitation).\*

>>

>> \*[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.lacity.org\\_](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.lacity.org_)

>> 311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&d=DwIFaQ&c=j0zbAXBGpZCeJmn

>> -Q9SThA&r=vEBuuccftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&m=Eo8HfDd1tmlbd

>> 2Wrxld6VEjbBBIx\_cWKucSpbGloa90&s=VnaIWtOKWLQdIDdB2QqYjmpEGsLau\_C9cRvq

>> WJICUn0&e=

>> <https://urldefense.proofpoint.com/v2/url?u=https-3A\_\_www.lacity.org\_

>> 311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&d=DwIFaQ&c=jozbAXBGpZCeJmn

>> -Q9SThA&r=vEBuuccftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&m=Eo8HfDd1tmlbd

>> 2Wrxld6VEjbBBIx\_cWKucSpbGloa90&s=VnaIWtOKWLQdIDdB2QqYjmpEGsLau\_C9cRvq

>> WJICUn0&e=>\*

>>

>>

>> [image: image.png]

>>

>>

>>

>> On Wed, Jan 23, 2019 at 8:56 AM [REDACTED]

>> [REDACTED]

>> wrote:

>>

>>> Steve,

>>>

>>>

>>>

>>> Tuesday the 29th at 11:00 AM works for us.

>>>

>>>

>>>

>>> [REDACTED]

>>>

>>>

>>>

>>> \*From:\* Steve Boss <sboss@arroyosecodg.com>

>>> \*Sent:\* Wednesday, January 23, 2019 8:28 AM

>>> \*To:\* gabrielle.taylor@lacity.org; 33184@lapd.online;

>>> kimberly.morosi@lacity.org; [REDACTED] Genske [REDACTED]

>> [REDACTED]

8/5/2019

City of Los Angeles Mail - RE: 2619 N. Figueroa St-meet 12 noon monday next week on site

>>> [REDACTED]

>>> [REDACTED]

>>> [REDACTED]

>>> [REDACTED]

>>> \*Subject:\* 2619 N. Figueroa St

>>>

>>>

>>>

>>> All,

>>>

>>>

>>>

>>> Below is an email from Gabrielle Taylor regarding the property

>>> [REDACTED] are requesting that all copied on this email

>>> meet at the site with Gabrielle and Luis Reyes to review options for

>>> securing the property prior to renovations. [REDACTED] is out of

>>> town, but Genske and [REDACTED] copied here represent ownership of the property.

>>>

>>>

>>>

>>> I am suggesting "11:00 AM on Tuesday, January 29th". If this does

>>> not work for you, please 'reply all' with alternate date/time.

>>>

>>>

>>>

>>> Thank you,

>>>

>>>

>>>

>>>

>>>

>>> Steve Boss

>>>

>>> Arroyo Seco Development Group

>>>



8/5/2019

City of Los Angeles Mail - RE: 2619 N. Figueroa St—meet 12 noon monday next week on site

>>> [REDACTED]

>>>

>>> [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.ArroyoSecoDG](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.ArroyoSecoDG)

>>> .com&d=DwIFaQ&c=jozbAXBGpZCeJmn-Q9SThA&r=vEBuuccftGu7Mov5CZ4UxkTmgsf

>>> b5dMP-XxpLuQMwnk&m=Eo8HfDd1tmlbd2Wrxld6VEjbBBIx\_cWkucSpbGloa90&s=q7Q

>>> RdeZLn3nXLelmmcq3DM9l5emqIFTqC-GUs3np8hc&e=

>>>

>>>

>>>

>>> ----- Forwarded message -----

>>> From: "Gabrielle Taylor" <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>

>>> Date: Tue, Jan 22, 2019 at 3:09 PM

>>> Subject: 2619 Figueroa

>>> To: [REDACTED]

>>> Cc: Kimberly Morosi <[kimberly.morosi@lacity.org](mailto:kimberly.morosi@lacity.org)>, Luis Reyes <

>>> [33184@lapd.online](mailto:33184@lapd.online)>

>>>

>>>

>>>

>>> Property owner:

>>>

>>> [REDACTED]

>>>

>>> Cell [REDACTED]

>>>

>>> Home [REDACTED]

>>>

>>> E-mail [REDACTED]

>>>

>>>

>>>

>>> Mr. [REDACTED]

>>>

>>>

>>>

8/5/2019

City of Los Angeles Mail - RE: 2619 N. Figueroa St—meet 12 noon monday next week on site

>>> I am the Neighborhood Prosecutor for LAPD Northeast Division.

>>> Senior Lead Office Luis Reyes and I have been receiving almost daily

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>>> with RV's parking and people living in them on your lot, apparent

>>> drug dealing, and use by gang members. Your property is fast

>>> becoming a public nuisance and a vector of crime. I just left a

>>> telephone message and look forward to hearing from you. Please let

>>> me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

>>>

>>>

>>>

>>> Thank you

>>>

>>> Gabrielle Taylor

>>>

>>>

>>>

>>>

>>>

>>> \*Gabrielle P. Taylor, Deputy City Attorney\*

>>>

>>> \*Office of the City Attorney, Los Angeles\*

>>>

>>> \*Neighborhood Prosecutor, Northeast Division\*

>>>

>>> \*200 N. Main St., 9th Floor\*

>>>

>>> \*Los Angeles, CA 90012\*

>>>

>>>

>>>

>>> \*Main Line: (213) 978-7878\*

>>>

>>> \*Direct Line: (213) 978-2230\*

>>>

8/5/2019

City of Los Angeles Mail - RE: 2619 N. Figueroa St--meet 12 noon monday next week on site

>>>

>>>

>>> \*Download City of Los Angeles Mobile Apps to access City Services

>>> (Street Services, Lights, Sanitation).\*

>>>

>>>

>>>

>>> \*https://urldefense.proofpoint.com/v2/url?u=https-3A\_\_www.lacity.org

>>> \_311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&d=DwlFaQ&c=jozbAXBGpZCeJ

>>> mn-Q9SThA&r=vEBuuccftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&m=Eo8HfDd1tm

>>> lbd2Wrxkd6VEjbb8tx\_cWKucSpbGloa90&s=VnaIW1OKWLQdIDdB2QqYjrpEGsLau\_C9

>>> cRvqWJiCUh0&e=

>>> https://urldefense.proofpoint.com/v2/url?u=https-3A\_\_www.lacity.org

>>> \_311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&d=DwMFaQ&c=jozbAXBGpZCeJ

>>> mn-Q9SThA&r=vEBuuccftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&m=CiqBHoTYwU

>>> tVMchX9xSCLTVdAWWWF0w4-vqySjuSeWQ&s=3hotKld32RvMXpx3\_vzfi10UuF-IBax\_

>>> 3S32OBpghXQ&e=>\*

>>>

>>

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>> message and any attachments without reading or saving in any manner.

>> \*\*\*\*\*

>>

> <image.png>

> <IMG-1961.jpg>



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**2619 N. Figueroa St Cypress Park**

2 messages

Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;

Wed, Mar 6, 2019 at 8:09 AM

To: Steve Boss [REDACTED]@arroyosecodg.com&gt;

Cc: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;, Luis Reyes &lt;33184@lapd.online&gt;, Ruben Arellano &lt;32338@lapd.online&gt;,

Kimberly Morosi &lt;kimberly.morosi@lacity.org&gt;, [REDACTED]

[REDACTED] Senske@ [REDACTED], [REDACTED]

Steve,

Sgt Arellano and I have discussed your request.

A few things are in motion.

1) Sgt Arellano is looking at resources allocation to committed activities to determine level of support for this site tomorrow Thursday

2) I notified the City's Unified Homeless Response Center (UHRC) and they are looking at committed activities to determine level of support for this site tomorrow Thursday

The role will be to help clear the site of people and vehicles who do not voluntarily leave today after receiving your notices.

The UHRC has your contact info in case you are contacted.

We should know more as the day progresses.

Pls provide updates on your efforts today and we will do the same.

If needed my cell is [REDACTED]

Thanks,

Jose Rodriguez, Deputy District Director  
Office of Los Angeles City Councilmember Gilbert Cedillo  
Council District 1  
District Office  
5577 N. Figueroa St.  
Los Angeles, CA 90042  
(323) 550-1538 Office

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[http://www.gilcedillo.com/newsletter\\_sign\\_up](http://www.gilcedillo.com/newsletter_sign_up)

On Tue, Mar 5, 2019 at 4:46 PM Steve Boss [REDACTED]@arroyosecodg.com> wrote:

Gabrielle / Luis / Ruben / Jose,

See below regarding 2619 N. Figueroa St. We are targeting installation of parking lot fencing on Thursday and Friday this week. Per their request - can we get police to help monitor?

I'm going to have notices put on all cars in the parking lot on Wednesday. I will also notify the towing company that we will need them on Thursday morning.

Steve Boss

Arroyo Seco Development Group  
[REDACTED]

www.ArroyoSecoDG.com

----- Forwarded message -----

From: [REDACTED]  
Date: Tue, Mar 5, 2019 at 4:34 PM  
Subject: Re: Cypress Park  
To: Steve Boss [REDACTED]@arroyosecodg.com>

Great. ... I will tentatively schedule for Thursday the March 7th.... and Friday March 8th....

Once we get dig alert done... we have to make sure the police are on site when our guys show up.... It's important that our employees are working in a "SAFE" working environment.

[REDACTED]  
Account Manager

**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
www.socalindustries.com  
MBE certified


On Tue, Mar 5, 2019 at 4:31 PM Steve Boss [REDACTED]@arroyosecodg.com> wrote:  
OK, I'll start the dig alert.

Steve Boss  
Arroyo Seco Development Group  
[REDACTED]  
www.ArroyoSecoDG.com

On Tue, Mar 5, 2019 at 4:29 PM [REDACTED] wrote:  
Here is your cost... Please print full name, sign, date and email back to me as soon as possible. I can't schedule without it returned to me.

If you want line post please call dig alert ASAP.... In that area I would go with the line post to secure the site....

[REDACTED]  
Account Manager

  
**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
[www.socalindustries.com](http://www.socalindustries.com)  
**MBE certified**

On Thu, Feb 28, 2019 at 9:34 AM Steve Boss [REDACTED]@arroyosecodg.com> wrote:  
Hi Carlos. Thanks for touching base.

The property is at 2619 N. Figueroa St, Los Angeles 90065. It's a mostly vacant shopping center that we are going to renovate. It will take us 3-4 months to get permits (we think), so we want to fence off some of the parking lot.

I have attached a tentative plan showing where the fencing would go. We can either discuss on the phone or set up a time to meet at the property.


Thanks,

Steve Boss  
Arroyo Seco Development Group  
[REDACTED]  
[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

On Wed, Feb 27, 2019 at 5:04 PM [REDACTED] wrote:  
Steve,

Mathew ask [REDACTED] to get in touch with you. I left you a voicemail. If you still need my assistance please feel free to contact [REDACTED]. By the way what is the address?

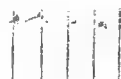
[REDACTED]  
Account Manager

  
**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
[www.socalindustries.com](http://www.socalindustries.com)

8/5/2019

City of Los Angeles Mail - 2619 N. Figueroa St Cypress Park



**MBE certified**

**Gabrielle Taylor** <gabrielle.taylor@lacity.org>  
Draft To: Jose Rodriguez <jose.a.rodriguez@lacity.org>

Wed, Mar 6, 2019 at 10:03 AM

**Gabrielle P. Taylor, Deputy City Attorney  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, Northeast Division  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012**

**Main Line: (213) 978-7878  
Direct Line: (213) 978-2230**

**Download City of Los Angeles Mobile Apps to access City Services (Street Services, Lights, Sanitation).**

**<https://www.lacity.org/311-services/mobile-apps-and-sites>**

[Quoted text hidden]



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: Cypress Park**

1 message

Steve Boss [REDACTED]@arroyosecodg.com&gt;

Wed, Mar 6, 2019 at 8:17 AM

To: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;, Luis Reyes &lt;33184@lapd.online&gt;, Ruben Arellano &lt;32338@lapd.online&gt;, Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;

Cc: Kimberly Morosi &lt;kimberly.morosi@lacity.org&gt;, [REDACTED] Genske

[REDACTED]  
[REDACTED]

All,

With the rain the fencing installation at 2619 N. Figueroa is now set for Friday morning ■ 7:00 AM. Tow Truck will ■ there too.

Can ■ have police assistance to remove anyone left in parking lot?

Thank you.

Steve Boss  
Arroyo Seco Development Group[REDACTED]  
www.ArroyoSecoDG.com

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Arroyo Seco Development Group[REDACTED]  
www.ArroyoSecoDG.com

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Subject: Re: Cypress Park  
To: Steve Boss [REDACTED]@arroyosecodg.com>

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Once we get dig alert done... we have to make sure the police are on site when our guys show up.... It's important that our employees are working in a "SAFE" working environment.



8/5/2019

City of Los Angeles Mail - Re: Cypress Park

[REDACTED]  
Account Manager



**Southern California Industries**

163 Sixth Ave.

City of Industry, CA 91746

Mobile [REDACTED]

Phone [REDACTED]

Fax [REDACTED]

[www.socalindustries.com](http://www.socalindustries.com)

**MBE certified**

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Steve Boss

Arroyo Seco Development Group

[REDACTED]  
[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

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If you want line post please call dig alert ASAP.... In that area I would go with the line post to secure the site....

[REDACTED]  
Account Manager



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City of Industry, CA 91746

Mobile [REDACTED]

Phone [REDACTED]

Fax [REDACTED]

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**MBE certified**

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8/5/2019

City of Los Angeles Mail - Re: Cypress Park

Hi [REDACTED]. Thanks for touching base.

The property is at 2619 N. Figueroa St, Los Angeles 90065. It's a mostly vacant shopping center that we are going to renovate. It will take us 3-4 months to get permits (we think), so we want to fence off some of the parking lot.

I have attached a tentative plan showing where the fencing would go. We can either discuss on the phone or set up a time to meet at the property.

Thanks,

Steve Boss  
Arroyo Seco Development Group

[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

On Wed, Feb 27, 2019 at 5:04 PM [REDACTED] wrote:

Steve,

Mathew ask me to get in touch with you. I left you a voicemail. If you still need my assistance please free me. By the way what is the address?

[REDACTED]  
Account Manager



**Southern California Industries**

163 Sixth Ave.

City of Industry, CA 91746

Mobile [REDACTED]

Phone [REDACTED] Fax [REDACTED]

[www.socalindustries.com](http://www.socalindustries.com)

**MBE certified**



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

**Re: 2619 N. Figueroa St Cypress Park**

1 message

---

**Steve Boss** [REDACTED]@arroyosecodg.com>

Wed, Mar 6, 2019 at 8:54 AM

To: Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;

Cc: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;, Luis Reyes &lt;33184@lapd.online&gt;, Ruben Arellano &lt;32338@lapd.online&gt;, Kimberly Morosi &lt;kimberly.morosi@lacity.org&gt;, [REDACTED] Genske

[REDACTED] Genske@ [REDACTED], [REDACTED]  
[REDACTED]

Jose,

Thank you for the information.

Due to rain we have postponed the fence installation to Friday morning at 7:00 AM. We plan to distribute notices to [REDACTED] in the lot tomorrow (Thursday), and tow remaining vehicles Friday morning.

Any assistance UHRC or your [REDACTED] can provide would be great.

Thank you,

Steve Boss  
Arroyo Seco Development Group  
[REDACTED]  
www.ArroyoSecoDG.com

---

On Wed, Mar 6, 2019 at 8:08 AM Jose Rodriguez <jose.a.rodriguez@lacity.org> wrote:

Steve,

Sgt Arellano and I have discussed your request.

A few things are in motion.

- 1) Sgt Arellano is looking at resources allocation to committed activities to determine level of support for this site tomorrow Thursday
- 2) I notified the City's Unified Homeless Response Center (UHRC) and they are looking at committed activities to determine level of support for this site tomorrow Thursday

The role will be to help clear the site of people and vehicles who do not voluntarily leave today after receiving your notices.

The UHRC has your contact info in case you are contacted.

We should know more as the day progresses.

Pls provide updates on your efforts today and we will do the same.

If needed my cell is [REDACTED]

Thanks,  
Jose Rodriguez, Deputy District Director  
Office of Los Angeles City Councilmember Gilbert Cedillo  
Council District 1  
District Office  
5577 N. Figueroa St.

Los Angeles, CA 90042  
(323) 550-1538 Office

Sign up for our newsletter here:  
[http://www.gilcedillo.com/newsletter\\_sign\\_up](http://www.gilcedillo.com/newsletter_sign_up)

On Tue, Mar 5, 2019 at 4:46 PM Steve Boss [REDACTED]@arroyosecodg.com> wrote:

Gabrielle / Luis / Ruben / Jose,

See below regarding 2619 N. Figueroa St. We are targeting installation of parking lot fencing on Thursday and Friday this week. Per their request - can we get police to help monitor?

I'm going to have notices put on all cars in the parking lot on Wednesday. I will also notify the towing company that we will need them on Thursday morning.

Steve Boss  
Arroyo Seco Development Group  
[REDACTED]  
[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

----- Forwarded message -----

From: [REDACTED]  
Date: Tue, Mar 5, 2019 at 4:34 PM  
Subject: Re: Cypress Park  
To: Steve Boss [REDACTED]@arroyosecodg.com>

Great ... I will tentatively schedule for Thursday the March 7th.... and Friday March 8th....

Once we get dig alert done... we have to make sure the police are on site when our guys show up.... It's important that our employees are working in a "SAFE" working environment.

[REDACTED]  
Account Manager



**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
[www.socalindustries.com](http://www.socalindustries.com)  
**MBE certified**

On Tue, Mar 5, 2019 at 4:31 PM Steve Boss [REDACTED]@arroyosecodg.com> wrote:  
OK, I'll start the dig alert.

Steve Boss  
Arroyo Seco Development Group  
[REDACTED]  
www.ArroyoSecoDG.com

On Tue, Mar 5, 2019 at 4:29 PM [REDACTED] wrote:

Here is your cost... Please print full name, sign, date and email back to me as soon as possible. I can't schedule without it returned to me.

If you want line post please call dig alert ASAP.... In that area I would go with the line post to secure the site....

[REDACTED]  
Account Manager



Southern California Industries  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]

Phone [REDACTED] Fax [REDACTED]

www.socalindustries.com

MEE certified

On Thu, Feb 28, 2019 at 9:34 AM Steve Boss [REDACTED]@arroyosecodg.com> wrote:

Hi [REDACTED]. Thanks for touching base.

The property is at 2619 N. Figueroa St, Los Angeles 90065. It's a mostly vacant shopping center that we are going to renovate. It will take us 3-4 months to get permits (we think), so we want to fence off some of the parking lot.

I have attached a tentative plan showing where the fencing would go. We can either discuss on the phone or set up a time to meet at the property.

Thanks,

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Arroyo Seco Development Group  
[REDACTED]  
www.ArroyoSecoDG.com

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8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St Cypress Park

[REDACTED]  
Account Manager



**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]

Phone [REDACTED] Fax [REDACTED]

[www.socalindustries.com](http://www.socalindustries.com)

**MDE certified**



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: Cypress Park**

1 message

Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Wed, Mar 6, 2019 at 9:50 AM

To: Steve Boss [REDACTED]@arroyosecodg.com&gt;

Cc: Luis Reyes &lt;33184@lapd.online&gt;, Ruben Arellano &lt;32338@lapd.online&gt;, Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;, Kimberly Morosi &lt;kimberly.morosi@lacity.org&gt;, [REDACTED], [REDACTED] Genske

[REDACTED] Genske [REDACTED]

Steve,

Thanks for the update and prompt response. I will make sure we have some presence and request through Sgt. Arellano.

Gabrielle

Gabrielle E. Taylor, Deputy City Attorney  
 Office of the City Attorney, Los Angeles  
 Independent Prosecutor, Northeast Division  
 200 N. Main St., 9th Floor  
 Los Angeles, CA 90012

Main Line: (213) 978-7270

Direct Line: (213) 978-2130

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<https://www.lacity.org/311-services/mobile-apps-and-sites>

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Steve Boss  
 Arroyo Seco Development Group  
 [REDACTED]  
[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

----- Forwarded message -----

From: [REDACTED]  
 Date: Tue, Mar 5, 2019 at 4:34 PM  
 Subject: Re: Cypress Park  
 To: Steve Boss [REDACTED]@arroyosecodg.com>

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[REDACTED]  
Account Manager



**Southern California Industries**

163 Sixth Ave.

City of Industry, CA 91746

Mobile [REDACTED]

Phone [REDACTED]

[www.socalindustries.com](http://www.socalindustries.com)

MUE certified

On Tue, Mar 5, 2019 at 4:31 PM Steve [REDACTED]@arroyosecodg.com> wrote:

OK, I'll start the dig alert.

Steve [REDACTED]

Arroyo Seco Development Group

[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

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[REDACTED]  
Account Manager



**Southern California Industries**

163 Sixth Ave.

City of Industry, CA 91746

Mobile [REDACTED]



Phone [REDACTED] Fax [REDACTED]  
www.socalindustries.com  
MBE certified

On Thu, Feb 28, 2019 at 9:34 AM Steve Boss [REDACTED]@arroyosecodg.com> wrote:  
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Arroyo Seco Development Group  
[REDACTED]  
www.ArroyoSecoDC.com

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[REDACTED]  
Account Manager



**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
www.socalindustries.com  
MBE certified



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: 2619 N. Figueroa St--meet 12 noon monday next week on site**

1 message

Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Wed, Mar 6, 2019 at 9:53 AM

To: "Genske, [REDACTED] @ [REDACTED] Genske [REDACTED]"

Cc: Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;, Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt;, [REDACTED] &lt;[REDACTED]&gt;, [REDACTED] &lt;33184@lapd.online&gt;, [REDACTED] &lt;kimberly.morosi@lacity.org&gt;, [REDACTED]

&lt;32338@lapd.online&gt;

Yes, I can do that.

See you then.

Gabrielle Taylor

Gabrielle M. Taylor, Deputy City Attorney

Office of the City Attorney, Los Angeles

Neighborhood Prosecutor, Northeast Division

200 N. Main St., 9th Floor

Los Angeles, CA 90012

Main Line: (213) 978-7878

Direct Line: (213) 978-2230

Download City of Los Angeles Mobile Apps to access City Services (Street Services, Lights, Sanitation).

<https://www.lacity.org/311-services/mobile-apps-and-sites>

On Wed, Mar 6, 2019 at 7:28 AM Genske, [REDACTED] &lt;[REDACTED]@[REDACTED]&gt; wrote:

Lets plan on meeting at the property for those who can make it at 12 noon  
monday

[REDACTED] Genske | Senior Vice President | Lic. 01034790

T +1 [REDACTED] | C + [REDACTED] | F + [REDACTED]

[REDACTED] genske@[REDACTED]

-----Original Message-----

From: Jose Rodriguez [mailto:jose.a.rodriguez@lacity.org]

Sent: Tuesday, March 5, 2019 6:07 PM

To: Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt;

Cc: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;; [REDACTED] Luis Reyes

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St--meet 12 noon monday next week on site

<33184@lapd.online>; Kimberly Morosi <kimberly.morosi@lacity.org>; Genske, [REDACTED]@[REDACTED]  
<Tim.Genske@cbre.com>; Bruce Bailey <bruce@thebaileygroup.org>; Paul Clark <paul.clark@pro-vigil.com>; John  
[REDACTED]; [REDACTED]; Ruben  
Arellano <32338@lapd.online>  
Subject: Re: 2619 N. Figueroa St

Hi,

I'm available Monday anytime 12-2pm if that works if not proceed without me.

Attached are photos I took from around 4pm today at site.

Thanks.

Jose Rodriguez, Deputy District Director Office of LA City Councilman Gilbert Garcera

5577 N. Figueroa St

Highland Park, CA. 90042

(323) 550-1538 Office

> On Mar 5, 2019, at 3:39 PM, Steve Boss <sboss@arroyosecodg.com> wrote:

>

> Monday is good.

>

> We have fencing company that will be installing chain link in parking

> [REDACTED] next week. We have installed video surveillance system. This photo is new.

> Haven't seen that activity as of few days ago.

>

> It [REDACTED] be good to meet and discuss options.

>

> On Tue, Mar 5, 2019, 1:44 PM Gabrielle Taylor

> <gabrielle.taylor@lacity.org>

> wrote:

>

>> [image: IMG-1961.jpg]

>> Steve,

>>

>> I am following up if you have met with SLO Reyes? I know he has been

>> in contact with some of you. The property continues to deteriorate

>> and now appears to have a some sort of open air market/ swap meet

>> operating on it as well as people living in RV's. SEE PHOTO.

>>

>> Although SLO Reyes is on vacation, it is imperative that we meet and

>> abate this public nuisance (PENAL CODE 373). I am available next

>> Monday in the afternoon and evening.

>>

>> If these people and RV's on not allowed on the property then the

>> manager or owners must call the police and sign ■ private person's

>> arrest form

>> (PPA) in order to effectuate an arrest. And also make arrangements

>> for a tow. Please also post the necessary no trespass signs and lock

>> and secure the gates in the evening.

>>

>> Some sample signs attached as well as a No Trespass Authorization form.

>>

>> Is this property fully closed to the public? if the property is

>> vacant and closed to the public please post the appropriate signs.

>> SEE CVC

>> 22950-22953

>>

>> ■ you still have business operating please work with ■ tow company,

>> install signs that limit parking to two hour customer only as well as

>> clearly indicate NO OVERNIGHT PARKING and LOT CLOSURE HOURS. You must

>> have security then issue citations and start the document the

>> violation. SEE CVC 22658.

>>

>> Please contact me as soon as possible for a time to meet at the

>> station next Monday.

>>

>> Sincerely,

>> Gabrielle Taylor

>>

>>

>>

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St—meet 12 noon monday next week on site

>> \*Gabrielle P. Taylor, \*\*Deputy City Attorney\* \*Office of the City

>> Attorney, Los Angeles\* \*Neighborhood Prosecutor, Northeast Division\*

>> \*200 N. Main St., 9th Floor\*

>> \*Los Angeles, CA 90012\*

>>

>> \*Main Line: (213) 978-7878\*

>> \*Direct Line: (213) 978-2230\*

>>

>> \*Download City of Los Angeles Mobile Apps to [REDACTED] City Services

>> (Street Services, Lights, Sanitation).\*

>>

>> [https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.lacity.org\\_](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.lacity.org_)

>> 311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&d=DwlFaQ&c=jazbAXBGpZCeJmn

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>> 2Wrxld6VEjb8Bbx\_cWKucSpbGloa90&s=VnaIWtOKWLQdlDdB2QqYjnpEGsLau\_C9cRvq

>> WJICUn0&e=

>> <[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.lacity.org\\_](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.lacity.org_)

>> 311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&d=DwlFaQ&c=jazbAXBGpZCeJmn

>> -Q9SThA&r=vEBuucctGu7Mov5CZ4UxkTmgsfb5dMP-XxPLuQMwnk&m=Eo8HfDd1tmfbd

>> 2Wrxld6VEjb8Bbx\_cWKucSpbGloa90&s=VnaIWtOKWLQdlDdB2QqYjnpEGsLau\_C9cRvq

>> WJICUn0&e=>\*

>>

>>

>> [image: image.png]

>>

>>

>>

>> On Wed, Jan 23, 2019 at 8:56 AM [REDACTED]

>> [REDACTED]

>> wrote:

>>

>>> Steve,

>>>

>>>

>>>

>>> Tuesday the 29th at 11:00 AM works for us.

>>>

>>>

>>>

>>> [REDACTED]

>>>

>>>

>>>

>>> \*From:\* Steve Boss <[REDACTED]@arroyosecodg.com>

>>> \*Sent:\* Wednesday, January 23, 2019 8:28 AM

>>> \*To:\* gabrielle.taylor@lacity.org; 33184@lapd.online;

>>> lumberty.moross@lacity.org, [REDACTED] Genske <[REDACTED] Genske@[REDACTED]>

>>> [REDACTED]

>>> [REDACTED]

>>> [REDACTED]

>>> [REDACTED]

>>> [REDACTED]

>>> \*Subject:\* 2619 N. Figueroa St

>>>

>>>

>>>

>>> All,

>>>

>>>

>>>

>>> Below is an email from Gabrielle Taylor regarding the property

>>> referenced above. We are requesting that all copied on this email

>>> meet at the site with Gabrielle and Luis Reyes to review options for

>>> securing the property prior to renovations. [REDACTED] is out of

>>> town, but Genske and [REDACTED], copied here represent ownership of the property.

>>>

>>>

>>>

>>> I am suggesting \*11:00 AM on Tuesday, January 29th\*. If this does

>>> not work for you, please 'reply all' with alternate date/time.

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; Thank you,

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; Steve Boss

&gt;&gt;&gt;

&gt;&gt;&gt; Arroyo Seco Development Group

&gt;&gt;&gt;

&gt;&gt;&gt; [REDACTED]

&gt;&gt;&gt;

>>> [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.ArroyoSecoDG](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.ArroyoSecoDG)

&gt;&gt;&gt; .com&amp;d=DwlFaQ&amp;c=jozbAXBGpZCeJmn-Q9SThA&amp;r=vEBuuccftGu7Mov5CZ4UxkTmgsf

&gt;&gt;&gt; b5dMP-XxpLuQMwnk&amp;m=Eo8HfDd1tmbd2Wrxld6VEjbBBIx\_cWKucSpbGloa90&amp;s=q7Q

&gt;&gt;&gt; RdeZLn3nXLelmmcq3DM9I5emqiFTqC-GUs3np8hc&amp;e=

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; ----- Forwarded message -----

>>> From: "Gabrielle Taylor" <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>

&gt;&gt;&gt; Date: Tue, Jan 22, 2019 at 3:09 PM

&gt;&gt;&gt; Subject: 2619 Figueroa

&gt;&gt;&gt; To: [REDACTED]

>>> Cc: Kimberly Morosi <[kimberly.morosi@lacity.org](mailto:kimberly.morosi@lacity.org)>, Luis Reyes <>>> [33184@lapd.online](mailto:33184@lapd.online)>

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; Property owner:

&gt;&gt;&gt;

&gt;&gt;&gt; [REDACTED]

>>>

>>> Cell [REDACTED]

>>>

>>> Home [REDACTED]

>>>

>>> E-mail [REDACTED]

>>>

>>>

>>>

>>> Mr. [REDACTED]

>>>

>>>

>>>

>>> I am the Neighborhood Prosecutor for LAPD Northeast Division.

>>> Senior Lead Office Luis Reyes and I have been receiving almost daily

>>> complaints about your property. It has been left open and unsecured

>>> with RV's parking and people living in them on your lot, apparent

>>> drug dealing, and use by gang members. Your property is fast

>>> becoming a public nuisance and a vector of crime. I just [REDACTED]

>>> telephone message and look forward to hearing from you. Please let

>>> me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

>>>

>>>

>>>

>>> Thank you.

>>>

>>> Gabrielle Taylor

>>>

>>>

>>>

>>>

>>>

>>> \*Gabrielle P. Taylor, Deputy City Attorney\*

>>>

>>> \*Office of the City Attorney, Los Angeles\*



&gt;&gt;&gt;

&gt;&gt;&gt; \*Neighborhood Prosecutor, Northeast Division\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*200 N. Main St., 9th Floor\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*Los Angeles, CA 90012\*

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&gt;&gt;&gt; \*Main Line: (213) 978-7878\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*Direct Line: (213) 978-2230\*

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>>> \*[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.lacity.org](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.lacity.org)

&gt;&gt;&gt; \_311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&amp;d=DwIFaQ&amp;c=jozbAXBGpZCeJ

&gt;&gt;&gt; mn-Q9SThA&amp;r=vEBuuccftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&amp;m=Eo8HfDd1tm

&gt;&gt;&gt; lbd2Wrxld6VEjbBBlx\_cWKucSpbGloa90&amp;s=VnaIWtOKWLQdIDdB2QqYjrpEGsLau\_C9

&gt;&gt;&gt; cRvqWJICUn0&amp;e=

>>> <[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.lacity.org](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.lacity.org)

&gt;&gt;&gt; \_311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&amp;d=DwMFaQ&amp;c=jozbAXBGpZCeJ

&gt;&gt;&gt; mn-Q9SThA&amp;r=vEBuuccftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&amp;m=ClqBHoTYwU

&gt;&gt;&gt; tVMcHX9xSCLTVdAWWWF0w4-vqySjuSeWQ&amp;s=3holKld32RvMXpx3\_vzfl10UuF-lBax\_

&gt;&gt;&gt; 3S32OBpghXQ&amp;e=&gt;\*

&gt;&gt;&gt;

&gt;&gt;

&gt;&gt; \*\*\*\*\*Confidentiality Notice \*\*\*\*\*

&gt;&gt; This electronic message transmission contains information from the

&gt;&gt; Office of the Los Angeles City Attorney, which may be confidential or

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St--meet 12 noon monday next week on site

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>> information is prohibited. If you have received this communication in

>> error, please notify us immediately by e-mail and delete the original

>> message and any attachments without reading or saving in any manner.

>> \*\*\*\*\*

>>

> <image.png>

> <IMG-1961.jpg>



Gabrielle Taylor <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>

**Re: Cypress Park**

1 message

Steve Boss [REDACTED]@arroyosecodg.com>

Wed, Mar 6, 2019 at 10:08 AM

To: Gabrielle Taylor <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>

Cc: Luis Reyes <33184@lapd.online>, Ruben Arellano <32338@lapd.online>, Jose Rodriguez <jose.a.rodriguez@lacity.org>, Kimberly Morosi <kimberly.morosi@lacity.org> [REDACTED], [REDACTED] Genske

Note that with rain, the fence installation is moved to FRIDAY morning at 7:00 AM. The towing company will be there at that time on Friday too.

Thank you,

Steve Bass  
Arroyo Seco Development Group  
www.ArroyoSecoDG.com

On Wed, Mar 6, 2019 at 9:51 AM Gabrielle Taylor <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)> wrote:

Steve,

Thanks for the update and prompt response. I will make sure we have some presence and request through Sgt. Arellano.

**Gabrielle**

**Gabrielle P. Taylor, Deputy City Attorney**  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, ~~Northwest Division~~  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

**MAIN Line: (213) 976-7676**

**Direct Line: (213) 978-2230**

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<https://www.lacity.org/311-services/mobile-apps-and-sites>

On Tue, Mar 5, 2019 at 4:46 PM Steve Boss [steveboss@darroyosecodg.com](mailto:steveboss@darroyosecodg.com) wrote:

Gabrielle / Luis / Ruben / Jose,

See below regarding 2619 N. Figueroa St. We are targeting installation of parking lot fencing on Thursday and Friday this week. Per their request - can we get police to help monitor?

I'm going to have notices put on all cars in the parking lot on Wednesday. I will also notify the towing company that we will need them on Thursday morning.

Forwarded message

If you want line post please call dig alert ASAP.... In that area I would go with the line post to secure the site....

## Account Manager



## Southern California Industries

163 Sixth Ave.

City of Industry, CA 91746

Mobile [REDACTED]

Phone [REDACTED] Fax [REDACTED]

[www.socalindustries.com](http://www.socalindustries.com)

**WIDE** *certified*

On Thu, Feb 28, 2019 at 3:34 AM David Boss <[redacted]@amoyosecodg.com> wrote:  
Hi Carlos. Thanks for touching base.

The property is at 2619 N Figueroa St. Los Angeles. It's a mostly shopping center that we are going to renovate. It will take us 3-4 months to get permits (we think), so we want to fence off some of the parking lot.

I have attached a tentative plan showing where the fencing would go. We can either discuss on the phone or set up a time to meet at the property.

Thanks,

Steve Boss  
Arroyo Seco Development Group  
[REDACTED]  
www.ArroyoSecoDG.com

On Wed, Feb 27, 2019 at 5:04 PM [REDACTED] wrote:  
Steve,

Mathew ask me to get in touch with you. I left you a voicemail. If you still need my assistance please feel free to contact me. By the way what is the address?

## Account Manager



## Southern California Industries

163 Sixth Ave.

City of Industry, CA 91746

Mobile 

Phone [REDACTED] Fax [REDACTED]

[www.socalindustries.com](http://www.socalindustries.com)**MBE** *certified*

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\*\*\*\*\*



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: 2619 N. Figueroa St--meet 12 noon monday next week on site**

1 message

Steve Boss [REDACTED]@arroyosecodg.com&gt;

Wed, Mar 6, 2019 at 10:08 AM

To: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Cc: "Genske, [REDACTED] Genske@[REDACTED]", Jose Rodriguez <jose.a.rodriguez@lacity.org>, [REDACTED]  
[REDACTED] Luis Reyes <33184@lapd.online>, Kimberly Morosi <kimberly.morosi@lacity.org>,  
[REDACTED], Ruben Arellano

&lt;32338@lapd.online&gt;

I'm confirmed for Monday at noon well.

Steve Boss

Arroyo Seco Development [REDACTED]

www.ArroyoSecoDG.com

On Wed, Mar 6, 2019 at 9:53 AM Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt; wrote:

Yes, I can do that.

See you then.

Gabrielle Taylor

**Gabrielle P. Taylor, Deputy City Attorney****Office of the City Attorney, Los Angeles****Assistant District Prosecutor, Northridge Division****260 N. Main St., 9th Floor****Los Angeles, CA 90012****Main Line: (213) 378-7676****Direct Line: (213) 978-2230****Download City of Los Angeles Mobile Apps to access City Services (Street Services, Lights, Sanitation).****<https://www.lacity.org/311-services/mobile-apps-and-sites>**

On Wed, Mar 6, 2019 at 7:28 AM Genske, [REDACTED] Glendale [REDACTED] Genske@[REDACTED] wrote:

**Lets plan on meeting at the property for those who can make it at 12 noon  
monday.**

[REDACTED] Genske | [REDACTED]

[REDACTED] Glendale, CA 91204

T + [REDACTED]

C + [REDACTED]

F + [REDACTED]

[REDACTED]@genske@[REDACTED].com

-----Original Message-----

From: Jose Rodriguez [mailto:jose.a.rodriguez@lacity.org]

Sent: Tuesday, March 5, 2019 6:07 PM

To: Steve Boss [REDACTED]@arroyosecodg.com>

Cc: Gabrielle Taylor <gabrielle.taylor@lacity.org>; [REDACTED] Luis Reyes

<33184@lapd.online>; Kimberly Morosi <kimberly.morosi@lacity.org>; Genske, [REDACTED] @ [REDACTED]

[REDACTED] Genske [REDACTED]

Ruben

Arellano <32338@lapd.online>

Subject: Re: 2619 N. Figueroa St

Hi,

I'm available Monday anytime 12-2pm if that works if not proceed without me

Attached are photos I took from around 4pm today at site.

Thanks,

Jose Rodriguez, Deputy District Director Office of LA City Councilman Gilbert Cedillo

5577 N. Figueroa St.

Highland Park, CA. 90042

(323) 550-1538 Office

> On Mar 5, 2019, at 3:39 PM, Steve Boss <sboss@arroyosecodg.com> wrote:

>

> Monday is good.

>

> We have fencing company that will be installing chain link in parking

> area next week. We have installed video surveillance system. This photo is new.

> Haven't seen that activity as of few days ago.

>

> It will be good to meet and discuss options.

>

> On Tue, Mar 5, 2019, 1:44 PM Gabrielle Taylor

> <gabrielle.taylor@lacity.org>

> wrote:

>



>> [image: IMG-1961.jpg]

>> Steve,

>>

>> I am following up if you have met with SLO Reyes? I know he has been

>> in contact with some of you. The property continues to deteriorate

>> and now appears to have a some sort of open air market/ swap meet

>> operating on it as well as people living in RV's. SEE PHOTO.

>>

>> Although SLO Reyes is on vacation, it is imperative that we meet and

>> discuss this public nuisance (PENAL CODE 373). I am available next

>> Monday in the afternoon and evening.

>>

>> If these people and RV's are not allowed on the property then the

>> manager or owners must call the police and sign a private person's

>> arrest form

>> (PPA) in order to effectuate an arrest. And also make arrangements

>> for a tow. Please also post the necessary no trespass signs and lock

>> and secure the gates in the evening.

>>

>> Some sample signs attached as well as a No Trespass Authorization form.

>>

>> Is this property fully closed to the public? if the property is

>> vacant and closed to the public please post the appropriate signs.

>> SEE CVC

>> 22950-22953

>>

>> If you still have business operating please work with a tow company,

>> install signs that limit parking to two hour customer only as well as

>> clearly indicate NO OVERNIGHT PARKING and LOT CLOSURE HOURS. You must

>> have security then issue citations and start the document the

>> violation. SEE CVC 22658.

>>

>> Please contact me as soon as possible for a time to meet at the

>> station next Monday.

>>

>> Sincerely,

>> Gabrielle Taylor

>>

>>

>>

>> \*Gabrielle P. Taylor, \*\*Deputy City Attorney\* \*Office of the City

>> Attorney, Los Angeles\* \*Neighborhood Prosecutor, Northeast Division\*

>> \*200 N. Main St., 9th Floor\*

>> \*Los Angeles, CA 90012\*

>>

>> \*Main Line: (213) 978-7878\*

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>> 311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&d=DwlFaQ&c=j0zbAXBGpZCeJmn

>> -Q9SThA&r=vEBuucftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&m=Eo8HfDd1tmIbd

>> 2Wrxld6VEjb88tx\_cWKucSpbGloa90&s=VnaIWtOKWLQdiDdB2QqYjimpEGsLau\_C9cRvq

>> WJICUn0&e=

>> <[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.lacity.org\\_](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.lacity.org_311-2Dservices_mobile-2Dapps-2Dand-2Dsites&d=DwlFaQ&c=j0zbAXBGpZCeJmn-Q9SThA&r=vEBuucftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&m=Eo8HfDd1tmIbd-2Wrxld6VEjb88tx_cWKucSpbGloa90&s=VnaIWtOKWLQdiDdB2QqYjimpEGsLau_C9cRvq-WJICUn0&e=)

>> 311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&d=DwlFaQ&c=j0zbAXBGpZCeJmn

>> -Q9SThA&r=vEBuucftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&m=Eo8HfDd1tmIbd

>> 2Wrxld6VEjb88tx\_cWKucSpbGloa90&s=VnaIWtOKWLQdiDdB2QqYjimpEGsLau\_C9cRvq

>> WJICUn0&e=>\*

>>

>>

>> [image: image.png]

>>

>>

>>

>> On Wed, Jan 23, 2019 at 8:56 AM [REDACTED]

>>

>> wrote:

>>

>>> Steve,

>>>

>>>

>>>

>>> Tuesday the 29th at 11:00 AM works for us.

>>>

>>>

>>>

>>> [REDACTED]

>>>

>>>

>>>

>>> \*From:\* Steve Boss [REDACTED]@amoyosecodg.com>

>>> \*Sent:\* Wednesday, January 23, 2019 8:28 AM

>>> \*To:\* gabrielle.taylor@lacity.org; 33184@lapd.online;

>>> kimberly.morosi@lacity.org; [REDACTED] Genske [REDACTED] Genske@ [REDACTED]; [REDACTED]

>>> [REDACTED]

>>> [REDACTED]

>>> [REDACTED]

>>> [REDACTED]

>>> [REDACTED]

>>> \*Subject:\* 2619 N. Figueroa St

>>>

>>>

>>>

>>> All,

>>>

>>>

>>>

>>> Below is an email from Gabrielle Taylor regarding the property

>>> referenced above. We are requesting that all copied on this email

>>> meet at the site with Gabrielle and Luis Reyes to review options for

>>> securing the property prior to renovations. Mr. [REDACTED] out of

>>> town, but Genske and [REDACTED] here represent ownership of the property.

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St-meet 12 noon monday next week on site

>>>

>>>

>>>

>>> I am suggesting \*11:00 AM on Tuesday, January 29th\*. If this does

>>> not work for you, please 'reply all' with alternate date/time.

>>>

>>>

>>>

>>> Thank you.

>>>

>>>

>>>

>>>

>>>

>>> Steve Boss

>>>

>>> Arroyo Seco Development Group

>>>

>>> [REDACTED]

>>>

>>> [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.ArroyoSecoDG](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.ArroyoSecoDG)

>>> .com&d=DwIFaQ&c=j0zbAXBGpZCeJmn-Q9SThA&r=vEBuuccftGu7Mov5CZ4UxkTmgsf

>>> b5dMP-XxpLuQMwnk&m=Eo8HfDd1tmIbdZWrxld6VEjbBBlx\_cWKucSpbGloa90&s=q7Q

>>> RdeZLn3nXLelmmcq3DM9ISemqIFtqC-GUs3np8hc&e=

>>>

>>>

>>>

>>> ----- Forwarded message -----

>>> From: \*Gabrielle Taylor\* <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>

>>> Date: Tue, Jan 22, 2019 at 3:09 PM

>>> Subject: 2619 Figueroa

>>> To: [REDACTED]

>>> Cc: Kimberly Morosi <[kimberly.morosi@lacity.org](mailto:kimberly.morosi@lacity.org)>, Luis Reyes <

>>> [33184@lapd.online](mailto:33184@lapd.online)>

>>>

>>>

>>>

>>> Property owner:

>>>

>>> [REDACTED]

>>>

>>> Cell [REDACTED]

>>>

>>> Home [REDACTED]

>>>

>>> E-mail [REDACTED]

>>>

>>>

>>>

>>> Mr [REDACTED]

>>>

>>>

>>>

>>> I am the Neighborhood Prosecutor for LAPD Northeast Division.

>>> Senior Lead Office Luis Reyes and I have been receiving almost daily

>>> complaints about your property. It has been left open and unsecured

>>> with RV's parking and people living in them on your lot, apparent

>>> drug dealing, and use by gang members. Your property is fast

>>> becoming a public nuisance and a vector of crime. I just left a

>>> telephone message and look forward to hearing from you. Please let

>>> me know if when you can meet with Senior Lead Officer Luis Reyes and I as soon as possible.

>>>

>>>

>>>

>>> Thank you.

>>>

>>> Gabrielle Taylor

>>>

>>>

>>>

&gt;&gt;&gt;

&gt;&gt;&gt;

&gt;&gt;&gt; \*Gabrielle P. Taylor, Deputy City Attorney\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*Office of the City Attorney, Los Angeles\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*Neighborhood Prosecutor, Northeast Division\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*200 N. Main St., 9th Floor\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*Los Angeles, CA 90012\*

&gt;&gt;&gt;

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&gt;&gt;&gt;

&gt;&gt;&gt; \*Main Line: (213) 978-7878\*

&gt;&gt;&gt;

&gt;&gt;&gt; \*Direct Line: (213) 978-2230\*

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&gt;&gt;&gt;

&gt;&gt;&gt; \*Download City of Los Angeles Mobile Apps to access City Services

&gt;&gt;&gt; (Street Services, Lights, Sanitation).\*

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&gt;&gt;&gt; \_311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&amp;d=DwIFaQ&amp;c=jozbAXBGpZCeJ

&gt;&gt;&gt; mn-Q9SThA&amp;r=vEBuuccftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&amp;m=Eo8HfDd1tm

&gt;&gt;&gt; lbd2Wrxld6VEjbBBlx\_cWKucSpbGloa90&amp;s=VnaIWtOKWLQdIDdB2QqYjmpEGsLau\_C9

&gt;&gt;&gt; cRvqWJICUn0&amp;e=

>>> <[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.lacity.org](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.lacity.org)

&gt;&gt;&gt; \_311-2Dservices\_mobile-2Dapps-2Dand-2Dsites&amp;d=DwMFaQ&amp;c=jozbAXBGpZCeJ

&gt;&gt;&gt; mn-Q9SThA&amp;r=vEBuuccftGu7Mov5CZ4UxkTmgsfb5dMP-XxpLuQMwnk&amp;m=CiqBHoTYwU

&gt;&gt;&gt; tVMcHX9xSCLTVdAWWWF0w4-vqySjuSeWQ&amp;s=3holKId32RvMXpx3\_vzf10UuF-lBax\_

&gt;&gt;&gt; 3S32OBpghXQ&amp;e=&gt;\*

&gt;&gt;&gt;

&gt;&gt;

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&gt;&gt; \*\*\*\*\*

&gt;&gt;

&gt; &lt;image.png&gt;

&gt; &lt;IMG-1961.jpg&gt;

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in any manner.

\*\*\*\*\*



Gabrielle Taylor <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>

**Re: 2619 N. Figueroa St Cypress Park**

2 messages

Steve Boss [REDACTED]@arroyosecodg.com>

Thu, Mar 7, 2019 at 8:55 AM

To: Jose Rodriguez <jose.a.rodriguez@lacity.org>, Luis Reyes <33184@lapd.online>, Ruben Arellano <32338@lapd.online>

Cc: Gabrielle Taylor <gabrielle.taylor@lacity.org>, Kimberly Morosi <kimberly.morosi@lacity.org>, [REDACTED]

Genske [REDACTED] Genske@

Officers Reyes ■ Arellano.

We have given notice today to the vehicles in the parking lot at 2619 N. Figueroa Street that they will be towed tomorrow. The towing company is set to meet us at the site tomorrow, FRIDAY at 7:00 AM. As you can see on the picture below, there are some folks in up on site that we require help from LAPD to evict. Can we have someone from LAPD there to help us tomorrow morning? The towing company requested LAPD help.



Thank you,

## Steve Boss

Arroyo Seco Development Group

[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

On Wed, Mar 6, 2019 at 8:08 AM Jose Rodriguez <jose.a.rodriguez@lacity.org> wrote:

Steve,

Sgt Arellano and I have discussed your request.

A few things are in motion.

- 1) Sgt Arellano is looking at resources allocation to committed activities to determine level of support for this site tomorrow Thursday
- 2) I notified the City's Unified Homeless Response Center (UHRC) and they are looking at committed activities to determine level of support for this site tomorrow Thursday

The role will be to help clear the site of people and vehicles who do not voluntarily leave today after receiving your notices.

The UHRC has your contact info in case you are contacted.



We should know more as the day progresses.

Pls provide updates on your efforts today and we will do the same.

If needed my cell is [REDACTED]

Thanks,

Jose Rodriguez, Deputy District Director  
Office of Los Angeles City Councilmember Gilbert Cedillo  
Council District 1  
District Office  
5577 N. Figueroa St.  
Los Angeles, CA 90042  
(323) 550-1538 Office

Sign up for our [REDACTED] here:

[http://www.gilcedillo.com/newsletter\\_sign\\_up](http://www.gilcedillo.com/newsletter_sign_up)

On Tue, Mar 5, 2019 at 4:46 PM Steve Boss [REDACTED]@arroyosecodg.com> wrote:  
Gabrielle / Luis / Ruben / Jose,

See below regarding 2619 N. Figueroa St. We are targeting installation of parking lot fencing on Thursday and Friday this week. Per their request - can we get police to help monitor?

I'm going to have notices put on all cars in the parking lot on Wednesday. I will also notify the towing company that we need them on Thursday morning.

Steve Boss  
Arroyo Seco Development Group  
[REDACTED]  
[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

----- Forwarded message -----

From: [REDACTED]  
Date: Tue, Mar 5, 2019 at 4:34 PM  
Subject: Re: Cypress Park  
To: Steve Boss [REDACTED]@arroyosecodg.com>

Great ... I will tentatively schedule for Thursday the March 7th.... and Friday March 8th....

Once we get dig alert done... we have to make sure the police are on site when our guys show up.... It's important that our employees are working in a "SAFE" working environment.

[REDACTED]  
Account Manager



**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
www.socalindustries.com  
MBE certified

On Tue, Mar 5, 2019 at 4:31 PM Steve Boss [REDACTED]@arroyosecodg.com> wrote:  
OK, I'll start the dig alert.

Steve Boss  
Arroyo Seco Development Group  
[REDACTED]  
www.ArroyoSecoDG.com

On Tue, Mar 5, 2019 at 4:29 PM [REDACTED]@arroyosecodg.com> wrote:  
Here is your cost. Please print full name, sign, date and email back to me as soon as possible. I can't schedule  
until I returned to me.

If you want line post please dig alert ASAP... In [REDACTED] I would go with the line post to [REDACTED] the site...

[REDACTED]  
Account Manager

**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
www.socalindustries.com  
MBE certified

On Thu, Feb 28, 2019 at 9:34 AM Steve Boss [REDACTED]@arroyosecodg.com> wrote:  
Hi Carlos. Thanks for touching base.

The property is at 2619 N. Figueroa St, Los Angeles 90065. It's a mostly vacant shopping center that we are going to renovate. It will take us 3-4 months to get permits (we think), so we want to fence off some of the parking lot.

I have attached a tentative plan showing where the fencing would go. We can either discuss on the phone or set up a time to meet at the property.

Thanks,

Steve Boss  
Arroyo Seco Development Group  
[REDACTED]  
www.ArroyoSecoDG.com

On Wed, Feb 27, 2019 at 5:04 PM [REDACTED] wrote:  
Steve,

Mathew ask me to get in touch with you. I left you a voicemail. If you still need my assistance please feel free to contact me. By the way what is the address?

[REDACTED]  
Account Manager

**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Web [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
www.socalindustries.com  
MBE certified

---

Gabrielle Taylor <gabrielle.taylor@lacity.org>

Mon, Aug 5, 2019 at 10:39 AM

Draft

**Gabrielle P. Taylor, Deputy City Attorney**  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, Northeast Division  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

Main Line: (213) 978-7878  
Direct Line: (213) 978-2230

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<https://www.lacity.org/311-services/mobile-apps-and-sites>

[Quoted text hidden]



Gabrielle Taylor <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>

**2619 N. Figueroa St Cypress Park**

2 messages

Jose Rodriguez <jose.a.rodriguez@lacity.org>

Thu, Mar 7, 2019 at 7:36 PM

To: Steve Boss [REDACTED]@arroyosecodg.com>

Cc: Luis Reyes <luisreyes@lapd.online>, Ruben Arellano <32338@lapd.online>, Gabrielle Taylor <gabrielle.taylor@lacity.org>, Kimberly Morosi <kimberly.morosi@lacity.org>, [REDACTED] > [REDACTED] Genske

Genske@cbre.com>

Steve,

I received your [redacted]

SLO Reyes is on

**Home to Sgt. Arland Mac Ginnis Taylor, Neighborhood**

At this time based on already committed resources, LAPD will have 11 officers assist at 7/730am. If other resources free up additional officers will assist.

Today, LAPD Officers went through the lot giving notice that tomorrow no trespassing signage and fencing would be installed that any violators will be subject to enforcement. At about 345pm, I drove by site and observed some people breaking down tarps and tents inside along Huron St side of property so hopefully by Friday morning some voluntary compliance is achieved.

I plan to stop by around 8/830am on my way to ■ 9am meeting.

As we move forward when possible more time and notice will help us provide more support as we are all committed to helping.

Let me know if you have any questions.

Thanks.

Jose Rodriguez, Deputy District Director  
Office of Los Angeles City Councilmember Gilbert Cedillo  
Council District 1  
District Office  
5577 N. Figueroa St.  
Los Angeles, CA 90042  
(323) 550-1538 Office

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<http://www.gilcedillo.com/newsletter> sign up

On Thu, Mar 7, 2019 at 8:55 AM Steve Boss [\[REDACTED\]@arroyosecodg.com](mailto:[REDACTED]@arroyosecodg.com)> wrote:

Officers Reyes & Arellano,

We have given notice today to the vehicles in the parking lot at 2619 N. Figueroa Street that they will be towed tomorrow. The towing company is set to meet us at the site tomorrow, FRIDAY at 7:00 AM. As you can see on the picture below, there are some folks set up on site that will require help from LAPD to evict. Can we have someone from LAPD there to help us tomorrow morning? The towing company requested LAPD help.



Thank you,

Steve Boss  
Arroyo Seco Development Group

ArroyoSeco@aol.com

On Mar 5, 2019 at 4:46 PM Jose Rodriguez <jose@rodriguez@lacity.org> wrote:  
Steve,

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- 1) Sgt Arellano is looking at resources allocation to committed activities to determine level of support for this site tomorrow Thursday
- 2) I notified the City's Unified Homeless Response Center (UHRC) and they are looking at committed activities to determine level of support for this site tomorrow Thursday

The role will be to help clear the site of people and vehicles who do not voluntarily leave today after receiving your notices.

The UHRC has your contact info in [redacted] you [redacted] contacted.

We should know more as the day progresses.

Pls provide updates on your efforts today and we will do the same.

If needed my cell is 213-785-4896.

Thanks,  
Jose Rodriguez, Deputy District Director  
Office of Los Angeles City Councilmember Gilbert Cedillo  
Council District 1  
District Office  
5577 N. Figueroa St.  
Los Angeles, CA 90042  
(323) 550-1538 Office

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On Tue, Mar 5, 2019 at 4:46 PM Steve Boss <[redacted]@arroyosecodg.com> wrote:  
Gabrielle / Luis / Ruben / Jose,

8/5/2019

City of Los Angeles Mail - 2619 N. Figueroa St Cypress Park

See below regarding 2619 N. Figueroa St. We are targeting installation of parking lot fencing on Thursday and Friday this week. Per their request - can we get police to help monitor?

I'm going to have notices put on all cars in the parking lot on Wednesday. I will also notify the towing company that we will need them on Thursday morning.

Steve Boss  
Arroyo Seco Development Group

www.ArroyoSecoDG.com

----- Forwarded message -----

From: [REDACTED]  
Date: Tue, Mar 5, 2019 at 4:34 PM  
Subject: Re: Cypress Park  
To: Steve Boss [REDACTED]@arroyosecodg.com>

Great ... I will [REDACTED] schedule for Thursday the [REDACTED] and Friday March 8th...

[REDACTED] dig alert done ... we have to make sure the police are on site when the guys show up... It's important that our employees are working in a "SAFE" working environment.

[REDACTED]  
Account Manager

**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
www.socalindustries.com  
MBE certified

On Tue, Mar 5, 2019 at 4:31 PM Steve Boss <sboss@arroyosecodg.com> wrote:  
OK, I'll start the dig alert.

Steve Boss  
Arroyo Seco Development Group  
[REDACTED]  
www.ArroyoSecoDG.com

On Tue, Mar 5, 2019 at 4:29 PM [REDACTED] wrote:  
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Carlos Huizar  
Account Manager



**Southern California Industries**  
163 Sixth Ave.  
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**Mobile** [REDACTED]

**Phone** [REDACTED] **Fax** [REDACTED]

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**IEEE certified**

On Thu, Feb 28, 2019 at 9:34 AM Steve Boss [REDACTED]@arroyosecodg.com> [REDACTED]  
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Gabrielle Taylor <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>  
Draft

Mon, Aug 5, 2019 at 10:39 AM

Gabrielle P. Taylor, Deputy City Attorney  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, Northeast Division  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

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[Quoted text hidden]





Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**Re: 2619 N. Figueroa St Cypress Park**

2 messages

Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt;

Fri, Mar 8, 2019 at 6:17 AM

To: Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;

Cc: Luis Reyes &lt;33184@lapd.online&gt;, Ruben Arellano &lt;32338@lapd.online&gt;, Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;, Kimberly Morosi &lt;kimberly.morosi@lacity.org&gt;, [REDACTED] Genske

[REDACTED] Genske@[REDACTED].com&gt;, [REDACTED]

Thank you very much for the support. I think two or even one officer today will be great.

Thank you,

Steve Boss

Arroyo Seco Development Group

www.ArroyoSeco.org

On Thu, Mar 7, 2019 at 7:35 PM Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt; wrote:

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[REDACTED]  
Account Manager

**Southern California Industries**

163 Sixth Ave.

City of Industry, CA 91746

Mobile [REDACTED]

Phone [REDACTED] Fax [REDACTED]

[www.socalindustries.com](http://www.socalindustries.com)

**MBE certified**

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Mon Aug 5, 2019 at 10:39 AM

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**Re: 2619 N. Figueroa St Cypress Park**

2 messages

**Steve Boss** [REDACTED]@arroyosecodg.com>

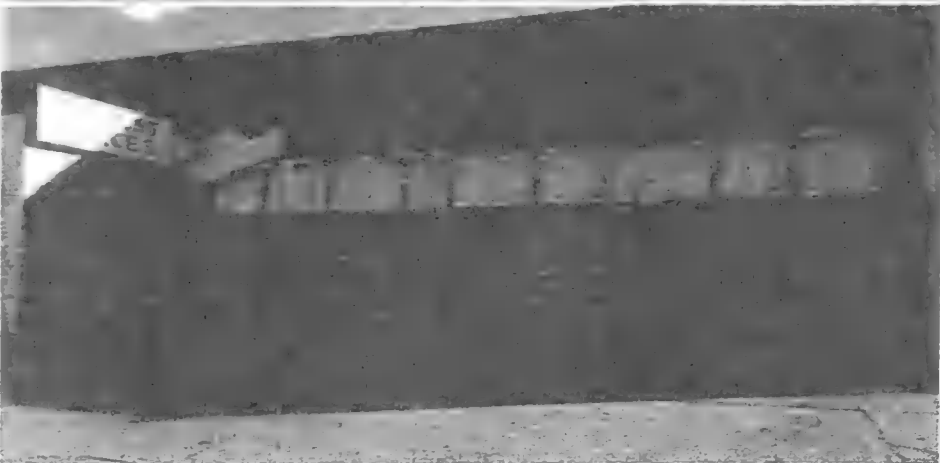
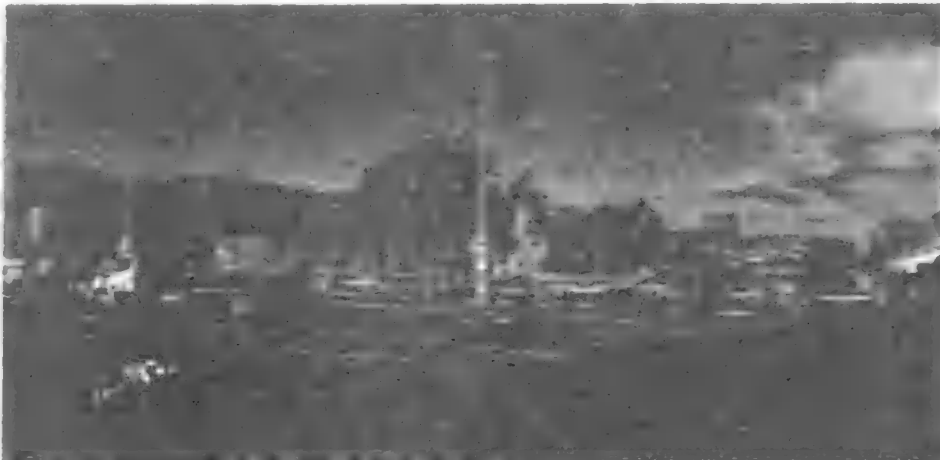
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[REDACTED]  
Account Manager



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Mobile [REDACTED]

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St Cypress Park

Phone [REDACTED] Fax [REDACTED]

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[Quoted text hidden]



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

**RE: 2619 N. Figueroa St Cypress Park**

2 messages

Ruben Arellano &lt;32338@lapd.online&gt;

Fri, Mar 8, 2019 at 10:11 AM

To: Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt;, Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;

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&lt;kimberly.morosi@lacity.org&gt;, [REDACTED], [REDACTED] Genske &lt;[REDACTED]@[REDACTED]&gt;

Glad all worked out.

Ruben Arellano

From: Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt;

Sent: Friday, March 08, 2019 9:59 AM

To: Jose Rodriguez &lt;jose.a.rodriguez@lacity.org&gt;

Cc: Luis Reyes &lt;33184@lapd.online&gt;, Ruben Arellano &lt;32338@lapd.online&gt;, Gabrielle Taylor

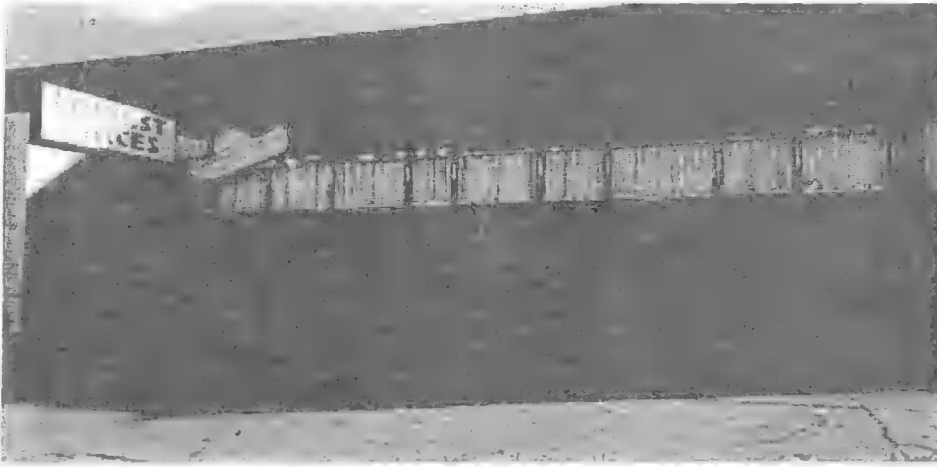
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Subject: Re: Cypress Park  
To: Steve Boss [REDACTED]@arroyosecodg.com>

Great. ... I will tentatively schedule for Thursday the March 7th.... and Friday March 8th....

Once we get dig alert done... we have to make sure the police are on site when our guys show up.... It's important that our employees are working in a "SAFE" working environment.

[REDACTED]  
Account Manager

[REDACTED]  
Southern California Industries  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
[www.socalindustries.com](http://www.socalindustries.com)

**MBE certified**

On Tue, Mar 5, 2019 at 4:31 PM Steve Boss [REDACTED]@arroyosecodg.com> wrote:

OK, I'll start the dig alert.

Steve Boss

Arroyo Seco Development Group


  
www.ArroyoSecoDG.com




On Tue, Mar 5, 2019 at 4:29 PM  wrote:

Here is your cost... Please print full name, sign, date and email back to me as soon as possible. I can't schedule without it returned to me.

If you want line post please call dig alert ASAP.... In that area I would go with the line post to ~~secure~~ the site....

  
Account Manager

  
**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile   
Phone  Fax   
www.socalindustries.com

**MBE certified**

8/5/2019

City of Los Angeles Mail - RE: 2619 N. Figueroa St Cypress Park

On Thu, Feb 28, 2019 at 9:34 AM Steve Boss [REDACTED]@arroyosecodg.com> wrote:

Hi Carlos. Thanks for touching base.

The property is at 2619 N. Figueroa St, Los Angeles 90065. It's a mostly vacant shopping center that we are going to renovate. It will take us 3-4 months to get permits (we think), so we want to fence off some of the parking lot.

I have attached a tentative plan showing where the fencing would go. We can either discuss on the phone or set up a time to meet at the property.

Thanks,

[REDACTED]

Arroyo Seco Development Group

[REDACTED]

[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

On Wed, Feb 27, 2019 at 5:04 PM [REDACTED] wrote:

Steve,

Mathew ask me to get in touch with you. I left you a voicemail. If you still need my assistance please feel free to contact me. By the way what is the address?

[REDACTED]

Account Manager

[REDACTED]

Southern California Industries

8/5/2019

City of Los Angeles Mail - RE: 2619 N. Figueroa St Cypress Park

163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
[www.socalindustries.com](http://www.socalindustries.com)

**MBE certified**

---

**Gabrielle Taylor** <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>

Mon, Aug 5, 2019 at 10:49 AM

Draft

**Gabrielle P. Taylor, Deputy City Attorney**  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, Northeast Division  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

Main Line: (213) 978-7878  
Direct Line: (213) 978-2238

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<https://www.lacity.org/311-services/mobile-apps-and-sites>

[Quoted text hidden]



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

## Re: Night Market in Big Saver Lot continues

2 messages

Fri, Mar 8, 2019 at 12:48 PM

To: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Thanks for your help.

Developer has now put gate up around the parking lot.

I also spoke with him by phone. He seems responsible and encouraged the community to lobby for a Trader Joe's there.

Thank you!

On Tue, Mar 5, 2019 at 2:04 PM [REDACTED] wrote:  
I am not so good at that. But will try.

What are our legal options? TRO?

On Tue, Mar 5, 2019 at 1:53 PM Gabrielle Taylor <gabrielle.taylor@lacity.org> wrote:  
If you want to get your neighbors together and really light a fire under them, that would be great! Feel free to contact them.

**Gabrielle P. Taylor, Deputy City Attorney**  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, Northeast Division  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

Main Line: (213) 978-7873  
Direct Line: (213) 979-3230

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On Tue, Mar 5, 2019 at 1:50 PM [REDACTED] wrote:  
Thank you for this.

Should I reach out to him?

On Tue, Mar 5, 2019 at 1:46 PM Gabrielle Taylor <gabrielle.taylor@lacity.org> wrote:  
Steve Boss is developing the property with owner.

Steve Boss

Arroyo Seco Development Group

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
 200 N. Main St., 9th Floor  
 Los Angeles, CA 90012

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On 7th May 2018 at 11:11 AM [REDACTED] 15010

Thanks for your concern. It is very stressful for our neighborhood.

Office Reyes has been in contact with the owners. I will follow up and find out why nothing has changed.

Sincerely,  
Gabrielle Taylor  
**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

**Main Line: (213) 978-7375**  
**Toll-Free Line: (213) 978-2230**

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<https://www.lacity.org/311-services/mobile-apps-and-sites>

On Mon, Mar 4, 2019 at 8:20 PM [REDACTED] > wrote:  
Don't know where you are in getting the owners of 26T9 N. Figueroa involved with dealing with their now dark and abandoned property.

But it is definitely becoming an attractive nuisance for the residences and small businesses that are adjacent to the site. (See email thread to CD1 below.)

It is also attracting a lot of foot traffic along West Avenue 26 that I thought we had finally dealt with after the recycling center went away a few years ago.

I have been trying to find contact info for [REDACTED] who I believe is still the legal owner of the site. I have an address for him and his agent and may pursue myself.

Such a bad look for our struggling neighborhood that was just beginning to get its mojo back.

----- Forwarded message -----

From: [REDACTED]  
Date: Sun, Mar 3, 2019 at 8:18 PM  
Subject: Night Market in Big Saver Lot continues  
To: <33184@lapd.online>, <sylvia.robledo@lacity.org>, <cmcedillo@lacity.org>, <jose.a.rodriguez@lacity.org>

Lot is dark every night.  
Folks running the "market" (see picture) say police are just waving them thru until next thing happens there.  
They don't ~~BURN~~ BURN BURN BURN.  
So bad.



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\*\*\*\*\*Confidentiality Notice\*\*\*\*\*

8/5/2019

City of Los Angeles Mail - Re: Night Market in Big Saver Lot continues

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\*\*\*\*\*

Gabrielle Taylor <gabrielle.taylor@lacity.org>

Sm

Mon, Aug 5, 2019 at 10:39 AM

**Gabrielle P. Taylor, Deputy City Attorney**  
**Office of the City Attorney, Los Angeles**  
**Neighborhood Prosecutor, Northeast Division**  
**200 N. Main St., 9th Floor**  
**Los Angeles, CA 90012**

**Main Line: (213) 978-7878**

**Direct Line: (213) 876-2110**

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[Quoted text hidden]





2 messages

Sun, Mar 10, 2019 at 12:17 PM

<jose.a.rodriquez@lacity.org>

[REDACTED]n.Genske@ [REDACTED],

Hello folks, I'm back from vacation. I am glad this fence is now up. I will continue to monitor the area.

Subject: 2619 N. Figueroa St Cypress Park

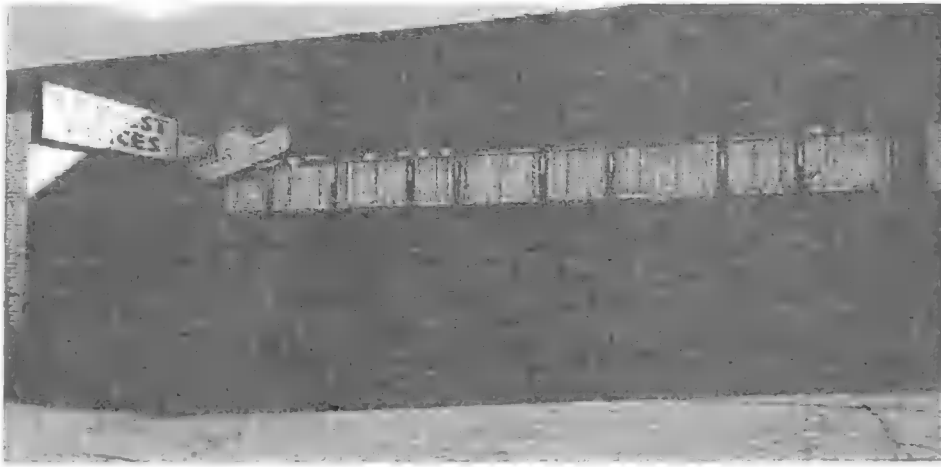
Glad ■ all worked out.

Ruben Arellano

**Subject:** Re: 2619 N. Figueroa St Cypress Park

Thank you all again for the help on this. We got the parking lot & building partially fenced off and will monitor the open parts as closely as possible. I have also requested the property manager paint over graffiti and clean up the trash in the parking lot.





Steve Boss

Arturo Seco Development Group

[REDACTED]

www.ArturoSecoLA.com

On Thu, Aug 7, 2019 at 7:35 PM Jose Rodriguez <jose.a.rodriguez@lacity.org> wrote:

Steve,

I received your message.

SLO Reyes is on vacation.

I spoke to Sgt Arellano and Gabriel Taylor, Neighborhood Prosecutor.

At this time based on already committed resources. LAPD will have 2 officers assist at 7/730am. If other resources free up additional officers will assist.

Today, LAPD Officers went through the lot giving notice that tomorrow no trespassing signage and fencing would be installed that any violators will be subject to enforcement. At about 345pm, I drove by site and observed some people breaking down tarps and tents inside along Huron St side of property so hopefully by Friday morning some voluntary compliance is achieved.

I plan to stop by around 8/830am on my way to a 9am meeting.

As we move forward when possible more time and notice will help us provide more support as we are all committed to helping.

Let me know if you have any questions.

Thanks,

Jose Rodriguez, Deputy District Director

Office of Los Angeles City Councilmember Gilbert Cedillo  
Council District 1

District Office

5577 N. Figueroa St

Los Angeles, CA 90040

(323) 550-1538 Office

Sign up for our newsletter here:

[http://www.gilcedillo.com/newsletter\\_sign\\_up](http://www.gilcedillo.com/newsletter_sign_up)

On Thu, Mar 7, 2019 at 8:55 AM Steve Boss [steveboss@arroyosecondg.com](mailto:steveboss@arroyosecondg.com) wrote:

Officers Reyes & Arellano,

We have given notice today to the vehicles in the parking lot at 2619 N. Figueroa Street that they will be towed tomorrow. The towing company is set to meet us at the site tomorrow, FRIDAY at 7:00 AM. As you can see on the picture below, there are some folks set up on site that will require help from LAPD to evict. Can we have someone from LAPD there to help us tomorrow morning? The towing company requested LAPD help.



Thank you,

Steve [REDACTED]

Arroyo Seco Development Group

[REDACTED]  
[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

On Wed, Mar 6, 2019 at 8:08 AM Jose Rodriguez <jose.a.rodriguez@lacity.org> wrote:

Steve,

Sgt Arellano and I have discussed your request.

A few things are in motion.

- 1) Sgt Arellano is looking at resources allocation to committed activities to determine level of support for this site tomorrow Thursday
- 2) I notified the City's Unified Homeless Response Center (UHRC) and they are looking at committed activities to determine level of support for this site tomorrow Thursday

The role will be to help clear the site of people and vehicles who do not voluntarily leave today after receiving your notices.

The UHRC has your contact info in case you are contacted.

8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St Cypress Park

We should know more as the day progresses.

Pls provide updates on your efforts today and we will do the same.

If needed my cell is [REDACTED]

Thanks,

Jose Rodriguez, Deputy District Director

Office of Los Angeles City Councilmember Gilbert Cedillo  
Council District 1

District Office

5677 N. Figueroa St

Los Angeles, CA 90042

(323) 550-1538 Office

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[http://www.gilcedillo.com/newsletter\\_sign\\_up](http://www.gilcedillo.com/newsletter_sign_up)

On Tue, Mar 5, 2019 at 4:46 PM Steve Boss [REDACTED]@arroyosecodg.com wrote:

Gabrielle / Luis / Ruben / Jose,

See below regarding 2619 N. Figueroa St. We are targeting installation of parking lot fencing on Thursday and Friday this week. Per their request - can we get police to help monitor?

I'm going to have notices put on all cars in the parking lot on Wednesday. I will also notify the towing company that we will need them on Thursday morning.

Steve Boss

Arroyo Seco Development Group

[REDACTED]

[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

----- Forwarded message -----

From: [REDACTED]  
Date: Tue, Mar 5, 2019 at 4:34 PM  
Subject: Re: Cypress Park  
To: Steve Boss <sboss@arroyosecodg.com>

Great. ... I will tentatively schedule for Thursday the March 7th.... and Friday March 8th....

Once we get dig alert done... we have to make sure the police are on site when our guys show up.... It's important that our employees ~~are~~ working in a "SAFE" working environment.

[REDACTED]  
Account Manager

[REDACTED]  
Southern California Industries  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
[www.socalindustries.com](http://www.socalindustries.com)

**MBE certified**

On Tue, Mar 5, 2019 at 4:31 PM Steve Boss <sboss@arroyosecodg.com> wrote:

OK, I'll start the dig alert.

Steve Boss

Arroyo Seco Development Group

[REDACTED]

www.ArroyoSecoDG.com

On Tue, Mar 5, 2019 at 4:29 PM [REDACTED] > wrote:

Here is your cost... Please print full name, sign, date and email back to me as soon as possible. I can't schedule without it returned to me.

If you want line post please call dig alert ASAP.... In that case I would go with the line post to secure the site....

[REDACTED]  
Account Manager

[REDACTED]  
**Southern California Industries**  
163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
www.socalindustries.com

**MBE certified**

On Thu, Feb 28, 2019 at 9:34 AM Steve Boss <[REDACTED]@arroyosecodg.com> wrote:

Hi Carlos. Thanks for touching base.

The property is at 2619 N. Figueroa St, Los Angeles 90065. It's a mostly vacant shopping center that we are going to renovate. It will take us 3-4 months to get permits (we think), so we want to fence off some of the parking lot.

I have attached a tentative plan showing where the fencing would go. We can either discuss on the phone or set up a time to meet at the property.

Thanks,

Steve Boss

Arroyo Seco Development Group

[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

On Wed, Feb 27, 2019 at 5:04 PM [REDACTED] wrote:

Steve,

Mathew ask me to get in touch with you. I left you a voicemail. If you still need my assistance please feel free to contact me. By the way what is the address?

Carlos Huizar  
Account Manager

Southern California Industries



8/5/2019

City of Los Angeles Mail - Re: 2619 N. Figueroa St Cypress Park

163 Sixth Ave.  
City of Industry, CA 91746

Mobile [REDACTED]  
Phone [REDACTED] Fax [REDACTED]  
[www.socalindustries.com](http://www.socalindustries.com)

*MBE certified*

Gabrielle Taylor <[gabrielle.taylor@lacity.org](mailto:gabrielle.taylor@lacity.org)>  
Drew

Mon, Aug 5, 2019 ■ 10:49 AM

Gabrielle P. Taylor, Deputy City Attorney  
Office of the City Attorney, Los Angeles  
Neighborhood Prosecutor, Northeast Division  
200 N. Main St., 9th Floor  
Los Angeles, CA 90012

Main Line (213) 978-7070  
Direct Line (213) 978-5278

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[Quoted text hidden]



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

**Ave 26 and Fig Cypress Park**

1 message

---

**Genske, [REDACTED]@[REDACTED].Genske@[REDACTED]**

Mon, Mar 11, 2019 at 2:29 PM

To: Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

Cc: Steve Boss [REDACTED]@arroyosecodg.com&gt;

Gabrielle:

Thank you for your help with the shopping center today.

Please send me feedback asap from your visit today which I can pass along to ownership

[REDACTED] Genske | [REDACTED]

[REDACTED]

[REDACTED] | Glendale, CA 91204

T + [REDACTED] C + [REDACTED] F + [REDACTED]

[REDACTED] [REDACTED]@[REDACTED]



Gabrielle Taylor &lt;gabrielle.taylor@lacity.org&gt;

---

**2619 N. Figueroa Street**1 message

---

Steve Boss &lt;[REDACTED]@arroyosecodg.com&gt;

Thu, Apr 4, 2019 at 12:01 PM

To: Gabrielle Taylor <gabrielle.taylor@lacity.org>, Jose Rodriguez <jose.a.rodriguez@lacity.org>, Luis Reyes <33184@lapd.online>, Kimberly Morosi <kimberly.morosi@lacity.org>, Ruben Arellano <32338@lapd.online>

All,

Thank you again for your help in trying to secure this property (Former Big Saver, Figueroa & Ave 26).

We continue to have to [REDACTED] crime and graffiti [REDACTED] this property and in fact LAPD arrested 2 men inside the building this morning.

Ownership has submitted renovation plans to the City of LA Building Dept and to DWP. DWP has told [REDACTED] they can't start their planning for [REDACTED] months and at best they could do their part of the work in a year. The City indicated they [REDACTED] review plans [REDACTED] a much more expedited time [REDACTED].

Is there any way for the DA office and/or LAPD to reach out to DWP to request a more timely review given the disruption to the neighbors? I know everyone asks this of DWP, but the neighbors of this property would greatly appreciate if we could somehow expedite renovations.

Thank you, and please call any time if you would like to discuss.

Regards,

Steve Boss  
Arroyo [REDACTED] Development Group  
[REDACTED]  
[www.ArroyoSecoDG.com](http://www.ArroyoSecoDG.com)

**Subject:** Fwd: Devonshire Area All Crimes and Part I Crimes Comparison, 2016 v 2017 v 2018  
**From:** Matthew Hernandez <matthew.hernandez@lacity.org>  
**Date:** 1/31/2019, 10:43 AM  
**To:** Erich King <erich.king@lacity.org>

See below.

Best,

**Matthew A. Hernandez**

**Public Safety Deputy**

**Office of Councilmember Greig Smith**

Community Service Center: (818) 882-1212

City Hall: (213) 473-7012

✉: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

----- Forwarded message -----

**From:** Bryan Lium <32466@lapd.online>  
**Date:** Wed, Jan 30, 2019 at 5:22 PM  
**Subject:** Fwd: Devonshire Area All Crimes and Part I Crimes Comparison, 2016 v 2017 v 2018  
**To:** [matthew.hernandez@lacity.org](mailto:matthew.hernandez@lacity.org) <[matthew.hernandez@lacity.org](mailto:matthew.hernandez@lacity.org)>

BRYAN D. LIUM  
Commanding Officer  
Devonshire Area

Sent from my iPhone

Begin forwarded message:

**From:** Christopher Zine <[36028@lapd.online](mailto:36028@lapd.online)>  
**Date:** January 30, 2019 at 4:36:48 PM PST  
**To:** "[greig@lacity.org](mailto:greig@lacity.org)" <[greig@lacity.org](mailto:greig@lacity.org)>  
**Cc:** Bryan Lium <[32466@lapd.online](mailto:32466@lapd.online)>  
**Subject:** Devonshire Area All Crimes and Part I Crimes Comparison, 2016 v 2017 v 2018

Councilmember Smith,

Attached are the crime comparisons for 2016, 2017, and 2018 that you requested. Our CAD unit can break this information down further if you have more specific information you would like us to focus on.

Please let me know if you would like anything else.

Chris

—ATT00001.htm

—ATT00002.htm

—ATT00003.htm

—ATT00004.htm

—Attachments:

ATT00001.htm	236 bytes
2016 ALL Crime Counter Report.pdf	115 KB

FT_123118.pdf	37.7 KB
ATT00002.htm	236 bytes
2018 ALL Crime Counter Report.pdf	119 KB
ATT00003.htm	236 bytes
2017 ALL Crime Counter Report.pdf	120 KB
ATT00004.htm	178 bytes

**Subject:** Fwd: Mid-Valley Regional Library. 16244 Nordhoff St.

**From:** Harry Eddo <n4680@lapd.online>

**Date:** 2/13/2019, 8:14 PM

**To:** Erich King <erich.king@lacity.org>

Erich

This is in response to public comments today in PSC by a rep of the Library Guild. Please share with the CM for his information.

Thanks

Harry

Sent from my iPhone

Begin forwarded message:

**From:** Kris Pitcher <[25665@lapd.online](mailto:25665@lapd.online)>

**Date:** February 13, 2019 at 7:59:50 PM PST

**To:** Harry Eddo <[n4680@lapd.online](mailto:n4680@lapd.online)>, Robert Arcos <[26185@lapd.online](mailto:26185@lapd.online)>

**Cc:** Alan Hamilton <[27393@lapd.online](mailto:27393@lapd.online)>

**Subject:** Fwd: Mid-Valley Regional Library. 16244 Nordhoff St.

As you can see from the extensive research and write up, it appears that Devonshire officers and command staff went the distance with the library incident both before it's occurrence and when they conducted the investigation post incident.

I spoke at length with the commanding officer regarding this incident and the subsequent investigation and I am confident that they had an appropriate response and conducted subsequent follow-ups in an effort to locate an arrest the suspect; however, where unable to do so based on his transient status. They continue the effort.

Deputy Chief Kris E. Pitcher  
Commanding Officer  
Operations-Valley Bureau  
(818) 644-8080

Policing with Purpose  
Policing with Compassion

## Policing with Partnerships

Begin forwarded message:

**From:** Paul Weber <[24567@lapd.online](mailto:24567@lapd.online)>

**Date:** February 13, 2019 at 7:26:38 PM PST

**To:** Kris Pitcher <[25665@lapd.online](mailto:25665@lapd.online)>, Alan Hamilton <[27393@lapd.online](mailto:27393@lapd.online)>, Bryan Lium <[32466@lapd.online](mailto:32466@lapd.online)>, Timothy Torsney <[25383@lapd.online](mailto:25383@lapd.online)>

**Subject:** Fwd: Mid-Valley Regional Library. 16244 Nordhoff St.

Chief

This was our incident. However, it was not accurately portrayed by the library Guild. This was a battery with no serious injury, vict refused MT, and

His medical records state he suffered a contusion (bruise) on his face. No hospitalization.

The IR is attached and it appears the officers completed a good investigation. Detectives have been working the case (case notes attached). We did a crime alert (attached).

We had been aware of complaints by residents of issues at our libraries going back to early November 2018. To address this we did the following:

Discussed issues at libraries at crime control.

We have had multiple code alphas by patrol at our libraries.

Patrol officers were advised and provide added patrol.

I met with MEU SLO for OVB to discuss issues at our library to assess what they can do. She told me she would do follow ups, attend our roll calls and our supervisor training on December 5th. All this was done.

Hope detail is aware of the issues.

On December 5th, we brought Security Services SLO to our supervisor training also to discuss library rules and applicable sections we can enforce.

The supervisors discussed and provided training to our officers.

Captain Lium and CRO met with the various librarian staff in Devonshire.

All this occurred before this incident.



Paul M Weber, Captain  
Devonshire Patrol Division  
Sent from iPhone

---

**From:** John Eastburn <[35010@lapd.online](mailto:35010@lapd.online)>  
**Sent:** Wednesday, February 13, 2019 18:25  
**To:** Paul Weber  
**Subject:** FW: Mid-Valley Regional Library. 16244 Nordhoff St.

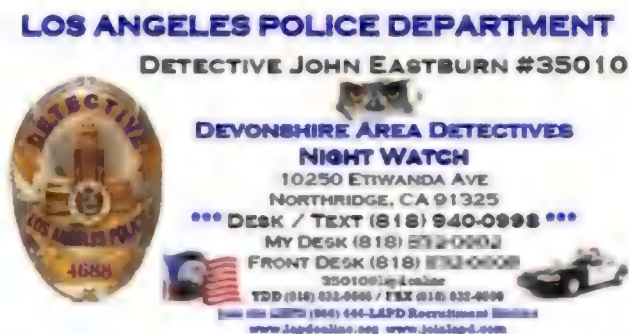
---

**From:** John Eastburn  
**Sent:** Wednesday, February 13, 2019 5:46 PM  
**To:** Timothy Torsney <[25383@lapd.online](mailto:25383@lapd.online)>  
**Subject:** Mid-Valley Regional Library. 16244 Nordhoff St.

Lt Torsney,

I attached the IR, Crime Alert, and the DCTS notes.  
If you need anything else... I am here.

—image002.jpg—



—ATT00001.htm—

—ATT00002.htm—

— ATT00003.htm —

— ATT00004.htm —

— Attachments: —

image002.jpg	15.7 KB
ATT00001.htm	646 bytes
ALERT.CRIME ALERT.BATTERY. 17190131-3 (04986).pdf	185 KB
ATT00002.htm	502 bytes
1917-04986 DCTS notes.pdf	21.8 KB
ATT00003.htm	502 bytes
1917-04986.pdf	262 KB
ATT00004.htm	386 bytes

**Subject:** OIG's Review of Selected LAPD Data-Driven Policing Strategies  
**From:** Community Relations OIG <communityrelationsoig@lacity.org>  
**Date:** 3/11/2019, 1:58 PM  
**To:** Community Relations OIG <communityrelationsoig@lacity.org>  
**BCC:** erich.king@lacity.org

The Office of the Inspector General (OIG) recently completed its review of two Los Angeles Police Department (LAPD) data-driven policing strategies.

At the direction of the Police Commission, the OIG analyzed two specific data-driven policing strategies currently being utilized by the LAPD -- the Los Angeles Strategic Extraction and Restoration (LASER) Program; and PredPol, which is short for "Predictive Policing." Also at the Commission's direction, the OIG conducted a review of a community survey program utilized by the Department called ELUCD.

The Board of Police Commissioners will discuss the contents of this report tomorrow morning, March 12th, 2019, at 9:30 a.m., as part of its regular meeting in open session.

Please see the attached report for additional details.

Thank you for your interest in the Office of the Inspector General.

Best,  
Julie Buchwald  
Community Relations Coordinator  
Office of the Inspector General, Los Angeles Board of Police Commissioners

— Attachments: —

BPC #19-0072 Review of Selected LAPD Data-Driven Policing Strategies.pdf

1.4 MB

**Subject:** Fwd: ITGS Request for 6/12 - CF 12-1549  
**From:** Stephanie Uy <stephanie.uy@lacity.org>  
**Date:** 6/5/2019, 9:17 AM  
**To:** Erich King <erich.king@lacity.org>

----- Forwarded message -----

From: **Angelo Yenke** <[angelo.yenko@lacity.org](mailto:angelo.yenko@lacity.org)>  
Date: Mon, Jun 3, 2019 at 3:29 PM  
Subject: ITGS Request for 6/12 - CF 12-1549  
To: Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>  
Cc: Jacqueline Wagner <[jacqueline.wagner@lacity.org](mailto:jacqueline.wagner@lacity.org)>

Hi Stephanie-

Hope all is well. I'm writing to respectfully request that your office schedule the [MFC report](#) associated with [Council File 12-549](#) for the ITGS meeting on Wed, 6/12.

The report requests Council approval to re-establish the CAO's Pre-qualified list of Real Estate and Economic Development consultants for a term of three years, with two one-year options to extend.

We would be happy to chat over the phone or in person if you have any questions or concerns.

Thank you in advance!

--

**Angelo Yenke**

Asset Management Group - Office of the CAO  
200 N. Main Street, Los Angeles, CA 90012  
[angelo.yenko@lacity.org](mailto:angelo.yenko@lacity.org)  
(213) 473-7524

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

— Attachments: —

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12-1549\_rpt\_cao\_5-31-19.pdf

14.9 MB

**Subject:** This Week in Council

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 6/28/2019, 4:05 PM

**To:** Brandy Turnbow <brandy.turnbow@lacity.org>, Colin Crews <colin.crews@lacity.org>, Colin Sweeney <colin.sweeney@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>, Jonathan Coto <jonathan.coto@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>, "Millie J. Jones" <Millie.Jones@lacity.org>, Myrka Martinez <myrka.martinez@lacity.org>, Ron Rubine <ron.rubine@lacity.org>, Matthew Vallecilla <Matthew.vallecilla@lacity.org>

Hi Team,

This week's highlights from council:

#### Tuesday 6/25

##### **Increase fines for oversized vehicle parking violations [19-0464](#)**

Council voted 10-0 to request the City Attorney to prepare and present an Ordinance to increase fines for parking of trailers, semitrailers, and commercial vehicles on City streets from \$78 to \$250 for the first violation, \$500 for the second violation within 12 months, and \$1,000 for the third violation within 12 months, and to increase the late and second late penalties.

#### Wednesday 6/27

On Wednesday Council dedicated the entire Council Meeting to a discussion surrounding the homeless crisis. ([19-0580](#), [15-1138-S33](#), [15-1138-S39](#), [17-0090](#))

Here is an informative [powerpoint by LAHSA](#) explaining the Homeless Count numbers.

#### Friday 6/28

##### **Deployment Plan for HOPE (CARE) Teams [14-1499-S7](#), [14-1499-S8](#), [19-0600-S89](#), [19-0600-S156](#), [19-0609](#)**

Council voted 11-0 to approve funding to provide each council district with their dedicated HOPE Teams (Soon to be rebranded as CARE teams) as well as additional teams in critical areas such as Skid Row and Venice.

#### **AB516 Update**

The bill passed out of Senate Transportation committee this week. Unfortunately, Senator Beal did not stretch out the bill to become a two year bill. Instead, he greatly amended the bill to allow cities to tow abandoned vehicles after giving a warning citation after 5 days and to continue citing those vehicles with expired registration. However, the bill prohibits cities from booting or towing a car due to 5 or more unpaid parking citations. Here is the [bill as it currently is](#) written with the amendments (please note it still says 10 days for towing abandoned vehicles but the committee voted on 5 days).

Have a great weekend!

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: Granada Hills North Neighborhood Council Report

**From:** Hannah Lee <hannah.lee@lacity.org>

**Date:** 7/3/2019, 1:38 PM

**To:** Jessica Strobel <jessica.strobel@lacity.org>

**CC:** Brandy Turnbow <brandy.turnbow@lacity.org>, Colin Crews <colin.crews@lacity.org>, Colin Sweeney <colin.sweeney@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>, Greig Smith <greig@lacity.org>, Jonathan Coto <Jonathan.coto@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>, Matthew Vallecilla <matthew.vallecilla@lacity.org>, Myrka Martinez <myrka.martinez@lacity.org>, Ron Rubine <ron.rubine@lacity.org>, Stephanie Uy <stephanie.uy@lacity.org>, Lorena Espinal <lorena.espinal@lacity.org>

Thanks Jessie!

## Hannah Lee

**Chief of Staff**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Wed, Jul 3, 2019 at 1:15 PM Jessica Strobel <[jessica.strobel@lacity.org](mailto:jessica.strobel@lacity.org)> wrote:

Good afternoon everyone,

Below is the summary of the July Granada Hills North Neighborhood Council meeting held at St. Euphrasia.

### Board

- Newly elected board officers:
  - President: Oscar Jimenez
  - VP: Keren Waters
  - Secretary: Donna Zero
  - Treasurer: Brian Allen
- Created an ad-hoc committee to coordinate a retreat and another to review bylaws
- Heated discussion about what can and cannot be said when using your position in the NC in your signature line

### CD12 Comments

- AB516 update, upcoming CARE teams, Neighborhoods FIRST 2 year anniversary, Council recess, Happy 4th

### Other Official's Comments

- Gibson Nyambura, DONE: City Clerk will be letting the NCs know the amount of rollover they will receive from last year's



budget (unused money, up to \$10k)

- Scott Schmerelson, LAUSD: said that all fees were frozen for leasing facilities for 1 year, when questioned then said that there are no application fees, not that they were frozen
  - Received questions about Measure EE not passing

#### Public Comment

- [REDACTED]: Best Friends Animal Society is having an adoption special for the 4th
- [REDACTED] please vote for Lorraine

#### Motions

- Tabled a motion to approve up to \$1000 to the Southern California Preparedness Foundation to hold an event with Dr Lucy Jones at Knollwood Country Club on August 16th
- Opposed a motion to approve up to \$3200 to partner with PRNC for dead tree removal at Aliso Canyon Park
- Approved \$200 (amended from \$700) to participate in a CD12 Candidate Forum with additional NCs on July 20th

Please feel free to reach out for any clarification.

Best,  
Jessie

--

**Jessie Strobel**

**Deputy Chief of Staff**

**Office of Councilmember Greig Smith**

**Council District 12**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: Meeting Summary - WHNC - De toledo HS, West Hills

**From:** Hannah Lee <hannah.lee@lacity.org>

**Date:** 7/3/2019, 1:38 PM

**To:** Ron Rubine <ron.rubine@lacity.org>

**CC:** Greig Smith <greig@lacity.org>, Colin Sweeney <colin.sweeney@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>, Colin Crews <colin.crews@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>, Myrka Martinez <myrka.martinez@lacity.org>, Stephanie Uy <stephanie.uy@lacity.org>, Brandy Turnbow <brandy.turnbow@lacity.org>, Jonathan Coto <jonathan.coto@lacity.org>, Lorena Espinal <lorena.espinal@lacity.org>

Thanks Ron!

## Hannah Lee

**Chief of Staff**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

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e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Wed, Jul 3, 2019 at 11:14 AM Ron Rubine <[ron.rubine@lacity.org](mailto:ron.rubine@lacity.org)> wrote:

### Comments from the Board:

- Dan Brin announced a CD12 candidate forum on Monday, July 29th - location TBD
- There is also a NC vacancy which will be filled in August
- Dan Brin asked if we could advocate for WH and have the upcoming Ciclavia expand its route a few blocks on Sherman Way to include West Hills

### Announcements:

- LAPD Senior Lead Officer Kari McNamee:
  - Residential burglaries are up
  - Encouraged use of Get Help App - praised it's success
  - Shared update regarding the homicides at Shadow Ranch - said they all knew each other and that no charges are being filed at this time
- Council District 12:
  - Increased fines for oversized vehicles
  - Deployment Plan for HOPE (CARE) Teams
  - AB516 Updates
  - 2nd Anniversary of Neighborhoods First

- Several Local Issues:
  - Weed abatement on Sherman Way
  - Community Center
- National Night Out
- Department of Neighborhood Empowerment:
  - Semee Park represented DONE. Nothing of importance

WHNC Acknowledgements:

- [REDACTED] for their work on community Clean-Ups

Presentation:

- City Controller Ron Galperin on functions of his office - success since taking office

Public Comment:

- [REDACTED]: talked generally about her platform of environmental and homeless issues using the terms sustainability, advocacy and affordable housing with verve

New Business:

- 19-0073 - Discussion and possible action regarding Malibu Wine & Beer Garden located at 23130 Sherman Way
  - the NC unanimously voted to send a letter to the Zoning Administrator requesting a hearing (DRAFT is attached)
  - Several community and board commented with the vast majority voicing support for Malibu Winery with modifications. Some of the specifics included:
    - They do not want the facility closed down, rather have a hearing by the ZA to address CUP violations
    - Neighbors would like stronger involvement from the Council Office and want us to serve as a mediator
    - There are no issues with the music nor any violations; the issue is noise from staff and patrons after hours
    - Parking in the Bike Lane and at "No Parking" zones was mentioned. Party Buses have become a nuisance and causing parking problems
    - Jay-walking is a concern for the neighbors because of potential fatalities that could result because of the blind curve. Would like either infrastructure to address it or additional enforcement
    - there is still no certainty whether another committee hearing will go forward on the 9th
- Several WHNC homeless events are on the horizon for the NC, among them:
  - West Valley Neighborhood Alliance on Homelessness Interfaith Forum

- West Valley Neighborhood Alliance on Homelessness Jobs Fair
- West Valley Neighborhood Alliance on Homelessness summit on landlords and housing.

Feel free to reach out if you have any questions.

--

**Ron Rubine**

**District Director**

**Office of Councilmember Greig Smith**

**Twelfth District**

Community Service Center: 818-882-1212

City Hall: 213-473-7012

e: [ron.rubine@lacity.org](mailto:ron.rubine@lacity.org) | w: [www.cd12.org](http://www.cd12.org)

**Subject:** Missed Call: [REDACTED]  
**From:** Matthew Vallecilla <matthew.vallecilla@lacity.org>  
**Date:** 2/28/2019, 2:29 PM  
**To:** Matthew Hernandez <matthew.hernandez@lacity.org>

RE: He called asking to speak with you about a Transient issue. Requested call back.

[REDACTED]

## **Matthew Vallecilla**

**Council Deputy**

**Councilmember Greig Smith**

**Los Angeles City Council District 12**

**CityHall: 213-473-7012**

**CommunityService Center: 818-882-1212**

**e:** [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | **w:** [CD12.org](http://CD12.org)

**Subject:** Re: [REDACTED]  
**From:** Matthew Vallecilla <matthew.vallecilla@lacity.org>  
**Date:** 3/27/2019, 10:09 AM  
**To:** Colin Crews <colin.crews@lacity.org>

Hey Colin,

I spoke to [REDACTED] this morning. He says there is a guy living in the vehicle and he reported to abandon in February and Parking Enforcement told him they spoke to the guy inside and he moves the vehicle. There is a homeless guy living in it.

[REDACTED]  
RV on his street Vintage St.

[REDACTED]  
(Between De Soto and Lurline)

## Matthew Vallecilla

**Council Deputy**  
**Councilmember Greig Smith**  
**Los Angeles City Council District 12**  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Tue, Mar 26, 2019 at 9:43 AM Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)> wrote:

Yes please.

**Colin Crews**  
**Senior Field Deputy**  
**Neighborhoods FIRST, Director**  
**Office Of Councilmember Greig Smith**  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Tue, Mar 26, 2019 at 9:42 AM Matthew Vallecilla <[matthew.vallecilla@lacity.org](mailto:matthew.vallecilla@lacity.org)> wrote:

██████ told us when he came in that there is a person living in it. He said he's see's the guy and he feels bad to try to kick him out because the guy is clean and doesn't dump out his trash or anything on the street, but that his trailer doesn't belong in the neighborhood. Do you still want me to try to get abandon vehicles on it?

## **Matthew Vallecilla**

**Council Deputy**

**Councilmember Greig Smith**

**Los Angeles City Council District 12**

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Tue, Mar 26, 2019 at 9:35 AM Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)> wrote:

This doesn't look to be a homeless issue. Can you handle? Reported by ██████.

## **Colin Crews**

**Senior Field Deputy**

**Neighborhoods FIRST, Director**

**Office Of Councilmember Greig Smith**

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

----- Forwarded message -----

From: **Sean Taylor** <41422@lapd.online>

Date: Tue, Mar 26, 2019 at 9:15 AM

Subject: Re: 20800 Vintage Street

To: Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>

Hey Colin, this RV does not appear to be transient. We weren't able to make contact and the inside is fairly clean.

It also is good on the registration and has a personalized plate

Sent from my iPhone

On Mar 26, 2019, at 8:57 AM, Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)> wrote:

Motor home in vicinity of [REDACTED]. thanks.

**Colin Crews**  
**Senior Field Deputy**  
**Neighborhoods FIRST, Director**  
**Office Of Councilmember Greig Smith**

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg)

| w:

[CD12.org](http://CD12.org)







[REDACTED]

"joella.hopkins@lacity.org" <joella.hopkins@lacity.org>, "controller.galperin@lacity.org" <controller.galperin@lacity.org>, "esther.koh@asm.ca.gov" <esther.koh@asm.ca.gov>, "nien.su@mail.house.gov" <nien.su@mail.house.gov>, "zach.seidl@mail.house.gov" <zach.seidl@mail.house.gov>, [REDACTED]

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 <Robert\_Steurer@mcconnell.senate.gov>, "patricia\_enright@menendez.senate.gov"  
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**The Korea Daily-JoongAng Ilbo**

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## **“Seoul desires more Americans”**

April 1 2019





**Subject:** Re: Teaching Teens About Local Government

**From:** [REDACTED]

**Date:** 4/8/2019, 3:28 PM

**To:** Colin Sweeney <colin.sweeney@lacity.org>

Hi Colin:

Thank you so much for your prompt response. We really appreciate your help and will check out the sections of the Charter you recommend.

A visit would be lovely, if it is possible. We will keep in touch!

Best regards,

[REDACTED]

On Apr 8, 2019, at 10:40 AM, Colin Sweeney <[colin.sweeney@lacity.org](mailto:colin.sweeney@lacity.org)> wrote:

Hi [REDACTED],

Thank you for your email. Sounds like an interesting project!

While there are not any booklets particular to our office as every office is organized based upon the preferences and needs of the elected Councilmember, the best source I can point to for understanding LA's City Government is the Los Angeles City Charter. One warning is that it is not light reading as it is a legal document. Here is a link to the full Charter: [http://library.amlegal.com/nxt/gateway.dll/California/laac/administrativecode?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangeles\\_ca\\_mc](http://library.amlegal.com/nxt/gateway.dll/California/laac/administrativecode?f=templates$fn=default.htm$3.0$vid=amlegal:losangeles_ca_mc)

I would focus on Volume I - Articles I, II, V, and IX. I've attached a copy of these portions below as a PDF document. These deal with the establishment/incorporation of the City (Article I), the City offices (Article II), chartered departments (Article V), and the Department of Neighborhood Empowerment aka Neighborhood Councils (Article IX). There are other articles pertaining to Elections, Budgets, Ethics Rules, etc. all of which can be found at the link above but I don't want to overwhelm your son. If he finds the reading below interesting though he should definitely look up the rest of the charter and other city rules and codes including the Mayor's Executive Directives which can be found here: <https://www.lacity.org/your-government/government-information/city-charter-rules-and-codes>.

Best of luck with the project. Please keep us posted on how it goes and maybe after the project we can organize a visit to the Office.

Best wishes,  
Colin

On Mon, Apr 8, 2019 at 10:12 AM [REDACTED] wrote:

Hi Colin:

My son is a Boy Scout and is working on his Citizenship in the of Community Badge. I am trying to help teach him about local government and how it is organized.

We were able to get an organizational chart of the City of Los Angeles. I can't seem to find an organizational chart having to do with the Districts, or where they fit in on the LA organizational chart.

Matthew Hernandez was kind enough to begin describing that the City Hall Staff works with the Community Center Staff and said one creates the policy, while the other applies the policy.

Are there any booklets or descriptions available to help teach this topic? I appreciate any help you can provide.

Best regards,

[REDACTED]

--

**Colin Sweeney**

**Communications Director**

**Office of Councilmember Greig Smith**

**Council District 12**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

<Los Angeles City Charter Abridged.pdf>



**Subject:** ★ FEATURED ARTICLE: LA Opens a Homeless Shelter in Hollywood, But Those Still Outside are Facing a Crackdown ★

**From:** Elena Stern <elena.stern@lacity.org>

**Date:** 4/17/2019, 10:57 AM

**To:** <colin.sweeney@lacity.org>

April 17, 2019

[View this email in your browser](#)

## Today's Contents

Below are articles culled from newspapers and other periodicals relating to the activities of the Department of Public Works. They are being submitted to you for information purposes only.

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**LA TIMES**

**LA Opens a Homeless Shelter in Hollywood. But Those Still Outside Are Facing a Crackdown**

By: Gale Holland

April 16, 2019

A new shelter has opened in Hollywood, sweeping 72 people off the aging entertainment district's sidewalks. But the opening has triggered a crackdown on street camps that advocates warn is criminalizing homeless people.

The \$3-million Schrader shelter, between Sunset and Hollywood boulevards, is the second facility to open its doors under Mayor Eric Garcetti's "A Bridge Home" initiative. Under that \$77-million initiative, the city plans to open as many as 25 temporary shelters across L.A., as well as step up camp cleanups and conduct "enhanced enforcement" against the storage of bulky items, including shopping carts and tents, on surrounding streets.

Daniel Gomer McMillan, who moved into the Schrader shelter two weeks ago, gave it high marks — particularly the pocket dog park for his dog, Pushoe. The shelter is a 7,200-square-foot structure, resembling a circus-style big top. It has semi-private cubicles, heat and air conditioning, and services, including intensive counseling.

"Four walls scare the hell out of me, but I'm learning to deal with it," McMillan said.

Social workers said having homeless residents under one roof at the shelter will make it easier to find housing for them. But some advocates worry that the accompanying crackdown in enforcement will drive people away from services. Hollywood's homeless community is particularly vulnerable, with former foster children who aged out of the system, gay and transgender men and women, and older people with disabilities and mental and substance abuse disorders.

Some 1,300 people live on the storied streets — second only to the number who live on skid row. Dozens of tents line streets mere blocks from the Hollywood Athletic Club, founded by Charlie Chaplin and Douglas Fairbanks, to the Cinerama Dome and other landmarks.

The spate of enforcement is tied to an often-ignored law, requiring homeless people to break down their tents and clear the sidewalks of chairs, mattresses and other bulky items.

Patrick Lumpkin, 45, another resident of the Schrader shelter, said the cleanups could reduce people to lying on bare pavement. He predicted a "huge backlash" if police and sanitation crews are heavy-handed.

"Put yourself in their shoes," he said of homeless people. "You don't have proper food or sleep, and there's a lot of sickness out in the streets. And you're just telling them to take down their tents."

Garcetti, however, said the city is using a "much more nuanced approach" to cleanups than it has in the past, starting with outreach by social workers and requests for voluntary compliance. And it's working, he said. The mayor cited improvements around the first "A Bridge Home" shelter, which opened in the El Pueblo district in September.

"We've seen really good results," said Garcetti, adding that the number of homeless camps in the historic downtown district had dropped from 100 to 37, with a corresponding decline in crime. "I've absolutely pushed to have services first."

At daybreak on April 8, authorities launched the street cleanup in Hollywood with what they called "soft enforcement." Outreach workers from the Los Angeles Homeless Services Authority arrived on Selma Street with Mexican sweet bread and coffee. They issued wake-up calls and gentle reminders for homeless people to pack up tents and belongings.

Later, dozens of sanitation workers, police officers and city officials fanned out from the Hollywood post office toward various sites. Sgt. Shannon Geaney, head of LAPD's Hollywood HOPE cleanup and enforcement team, told the group that some homeless people had already left.

"The Schrader [camp] is half of what it was on Friday," she said.

Flanked by uniformed police officers, hazmat teams pulled out retractable, yellow tape measures to check whether collapsed tents were three feet from the curb on Selma Street, as required. One homeless man hurled homophobic and other obscenities at the workers, but most, lying on their collapsed tents or clothing, followed instructions, albeit

sullenly.

Jean Noel, an entertainer w ho said she relocated to California from Florida, said the cleanup crew s could at least share the portable toilets that they brought along for w orkers to use.

“What about us out here 24 hours every day?” he demanded.

Tw o marked LAPD SUVs rolled by, follow ed by a slow -moving open-air tour bus.

“We’ve become a Hollyw ood attraction,” Noel crow ed. “Hey, guys, this is the secret of Hollyw ood.”

Michelle Leon, 38 said she usually spent her days in a tent because the sun aggravates her lupus. “We’re considering relocating to a street w ith no restrictions,” she said.

An aspiring rap artist w ho said his name w as Sw ami Loco, 21, w as pulling apart his tent w hen a sanitation w orker w arned that his beanbag chair had to go.

“What if I put it under my arm?” asked Loco, w ho said he dropped out of Michigan State University to chase his Hollyw ood dream.

“It’s still a bulky item,” the w orker responded, adding that although he w ould let it slide, a future crew w ould not be so kind.

“I follow orders that make sense, but you take my property as I’m being cooperative,” Loco said. “That don’t make sense.”

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## ENVIRONMENT NEWS SERVICE

### New York City Ends Reliance on Plastic Tableware

April 15, 2019

**NEW YORK, New York** – New York Mayor Bill de Blasio signed an executive order today that w ill end the direct city purchase of unnecessary single-use plastics in favor of compostable or recyclable alternatives.

New York City purchases at least 1.1 million pounds of single-use plastic tableware every year, w hich includes plastic straw s, cutlery, plates, bowl s, cups, and trays.

This Executive Order w ill reduce New York City’s carbon emissions by about 500 tons per year, decrease plastic pollution, and reduce risks to w ildlife. The city estimates this Executive Order w ill reduce the purchase of single-use plastics by city agencies by 95 percent, and w ill begin implementation by the end of the year.

Single-use plastic products, designed to be used once and then throw n aw ay, are a pervasive threat to our neighborhoods, w aterw ays, and climate, the Mayor’s Office said.

Across New York City, roughly 36 million pounds of single-use plastic foodware are collected from our residential waste stream. Tens of millions more pounds are collected from commercial establishments.

Plastics also get discarded as litter and washed into waterways, impacting water quality and harming plant and animal life in New York City's ecosystems.

The administration recognizes that certain single-use plastic items including plastic straws are a continued necessity for some people, including New Yorkers with disabilities, who cannot use currently available alternative products and affirms the ability of all individuals to receive single-use plastic items without question or cost upon request.

Under this executive order, a sufficient supply of single-use plastic foodware will continue to be made available for anyone who requests such items and maintained for purposes including emergency preparedness and medical uses.

"Big Oil has been pushing single-use plastics for too long – and it stops here," said Mayor de Blasio. "They litter our beaches and parks, jam our recycling machines, and contribute to climate change. Our actions today will help us build a fairer city for all New Yorkers."

As a result of the executive order, no new contracts will be signed for single-use plastic tableware other than to maintain a sufficient supply of certain items to be provided upon request. All relevant agencies are directed to begin reducing their use of single-use plastic immediately and must also prepare a reduction plan within 120 days.

Full implementation of these single-use plastic reduction plans is targeted for the end of 2019.

Mayor de Blasio also announced his support for pending City Council legislation to reduce the single-use plastic tableware in private establishments and will work with the Council to ensure the legislation includes accommodations for people who cannot use non-plastic alternatives.

"New York City is doing everything it can to end our reliance on fossil fuels and that means tackling the pervasive problem of single-use plastics," said Daniel Zarrilli, NYC's chief climate policy advisor and OneNYC director on April 11, when the new policy was announced. "Today's Executive Order will end the unnecessary use of single-use plastic foodware in city government operations by setting smart, inclusive standards that respect the needs of people with disabilities."

Reducing the use of petroleum-based products in an inclusive way will help New York City meet its goal of reducing carbon emissions at least 80 percent by 2050.

Over 99 percent of plastics derive from fossil fuels and six percent of the global oil market is used to create plastic products.

For each ounce of polyethylene produced – the plastic most common for single-use plastics – one ounce of carbon dioxide is emitted. Carbon emissions are the leading cause of climate change, which is causing higher temperatures, more frequent and



severe extreme weather events, and sea-level rise, which threatens New York City's 520 miles of coastline, according to the Mayor's Office.

This executive order builds on previous progress by the de Blasio administration to protect New York City from the damage done by petroleum-based products. On January 1, 2019, the city implemented a ban on single-use foam products, such as cups, plates, trays, clamshell containers, or polystyrene loose fill packaging, also known as "packing peanuts."

The city is also divesting its pension funds from fossil fuel reserve owners, has filed a law suit seeking damages from five fossil fuel companies for the billions of dollars that will be spent to protect New Yorkers from the effects of climate change, and has set a goal of doubling its pension fund investments in climate change solutions to \$4 billion by 2021. This increased investment will represent two percent of the city's \$195 billion pension portfolio.

"Let's call single-use plastic what it is: pollution," said Mark Chambers, director of the Mayor's Office of Sustainability. "We need to leave these harmful plastics behind, and reducing the city's use of plastic foodware is a huge step in that direction."

[Read article on website](#)

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## RESOURCE RECYCLING

### Shifting Markets Drive Deeper Negotiations

By: Colin Staub

April 16, 2019

Contracts between municipalities and MRFs have seen greater focus over the past year, as the recycling world continues to grapple with changing industry economics.

At the ISRI2019 convention in Los Angeles last week, experts explored the ins and outs of what makes for a good relationship between public- and private-sector players and how a mutually beneficial contract builds the foundation for a sustainable recycling program.

The session featured Michael Timpane of consulting firm Resource Recycling Systems (RRS); **Robert Potter, city of Los Angeles division manager for the bureau of sanitation**; and Bill Keegan of Minnesota MRF operator Dem-Con Companies.

### Market realities

The market turmoil from China's import restrictions is one key factor impacting contract negotiations, but there are numerous other pressures on the recycling world, said Timpane of RRS. Citing several recent real-world contract disputes, he identified other stressors, including rising transportation costs, the evolving material stream, higher levels of contamination and more.

“There’s a lot of conflict right now, because there’s a scarcity of revenue,” Timpane said.

He pointed to a pricing dataset RRS has kept for years, showing commodity price averages for single-stream MRFs. RRS identified that number as \$38.18 per ton in March of this year. That was “the lowest price for an average commodity at MRFs since 1990,” Timpane said. Since then, the commodity value for MRFs has gone down even further. The average commodity price now is 25 percent of its value in June 2017, he said.

Although some negative material pricing was already accounted for in many municipal contracts, the nosedive in mixed-paper pricing has happened too quickly for contracts to adapt. Mixed paper currently has no value for recycling operators in many regions of the country.

A solid, sustainable contract that incorporates these market realities can help lessen conflict and ensure a program’s viability. And a good contract doesn’t pit the MRF and municipality against each other, the speakers at the ISRI event noted.

“It’s a partnership,” said Potter of city of Los Angeles. “We need the MRFs. We are committed to the concept of recycling.”

### **Evaluating contract provisions**

Dem-Con operates MRFs and other recycling facilities in Minnesota and the surrounding region. Keegan evaluated a few contract provisions from real-life contracts he’s reviewed.

The idea was to point to the components that are positive and those that should be avoided.

Keegan identified positive contract language, including:

- Mandatory material composition analysis, with the contract outlining the fine details about how the analysis is conducted.
- Provisions that cover education. “Often times this doesn’t get addressed in contracts or hadn’t been, and then after the fact you’re left sort of pointing the finger,” Keegan said. He also noted it’s becoming more common for contracts to place education responsibility on the contractor.
- Allowance for the contractor to reject loads with excessive contamination. This creates a real incentive to reduce contamination in the stream.

Meanwhile, Keegan said the following contract provisions can be detrimental:

- A maximum average monthly residue percentage. Although this seems like a good way to ensure low contamination, Keegan said a lot of the contamination problems are out of the contractor’s hands, and they come back to the education program. “Just setting a 5 percent maximum because that’s where you want it to



be doesn't really set up a fair contract or a fair relationship with the contractor," he said.

- Giving preference to contractors who guarantee lower residue rates. Again, although it may seem like a good idea to begin with, it sets up a situation in which the municipality may be told what it wants to hear in order for the contractor to secure the bid.
- Giving preference to contractors who will accept all materials on a "preferred" list. In one example, a city wanted a contractor that would accept plastics Nos. 1-7, and that would expand the types of recyclables accepted. "What this was setting the stage for is what I like to call an arms race," Keegan said. Contractors begin competing to accept more materials, even if there isn't a market for all of them.
- Floors on a revenue-share system. In the current environment of major commodity price fluctuation, setting a minimum revenue the municipality will continue to bring in from recyclables can be a problem, particularly when the contract does not contain a revenue ceiling. "That doesn't really set up for a sustainable relationship," Keegan said. Another revenue-share provision to avoid is a system where the contractor calculates revenue share for the municipality on positive-value commodities but not negative-value materials. That puts unequal risk on the parties and it can damage contamination-reduction efforts, because it removes any financial incentive for the municipality to clean up the stream.

As a MRF operator, Keegan noted he actually would prefer a system in which the MRF pays 100 percent of the commodity revenue back to the municipality. He acknowledged that might be surprising but explained that it "ensures we are a fee-for-service model." However, it also would mean the MRF shares none of the commodity risk, a system the municipality will likely want to avoid. "So, you come to a compromise," he said.

He also noted that it's important to think beyond individual provisions and keep in mind the way the contract is structured.

"It needs to be a flexible contract," Keegan said. "It needs to be able to adapt and deal with the volatility of the market and also the evolving ton, as we're seeing new products being introduced, flexible packaging, lightweighting of packaging, the Amazon effect with the OCC or the cardboard. So we need to make sure our contract can adapt."

Finally, he pointed to the joint guidance offered by the National Waste and Recycling Association and the Solid Waste Association of North America. The document, which describes best practices for recycling and solid waste contracting, was first issued in 2015 and updated last year to incorporate the new market realities spurred by China's import restrictions.

### **Contract negotiations in action**

Many of the points Keegan recommended avoiding are provisions that put all of the market risk on one party. And more often than not, past contracts have been written in such a way that when the market tanks, the hauler or MRF operator ends up with more

risk than the municipality.

But that era seems to have ended. Although some commodity prices have inched back up, the importance of well-balanced contracts is now firmly rooted in industry awareness. For example, some of the [largest haulers](#) have described numerous [contract renegotiations](#) over the past year.

“It’s a real shift in the dynamics of a municipality,” said Potter of the city of Los Angeles. Eight years ago, the city looked at recycling as a cash inflow, and that scenario is gone. “Now, we have to look at how that model changes for us as a municipality to keep our program but not lose our contractors.”

The Los Angeles recycling program recently updated its MRF contracts, and that included revising the revenue-sharing language.

“When we had conversations with our MRFs, we said, ‘You know what, this minimum floor price, this set dollar amount for a five-year period, it just can’t work anymore,’” he said. The city understood it could no longer reasonably expect to receive at least \$10 per ton for the duration of a contract, “because the market is so volatile,” Potter said.

During the contract negotiation, the city addressed several key questions, Potter said: What are the values for the commodities, which are the primary commodities, and is it possible to set a minimum floor value based on the markets?

“That’s a true reflection of what’s going to happen to the MRF and what’s going to affect us financially,” he said.

Under this shifting floor system, when the markets are strong and commodities are way up, both parties benefit, but when the market tanks, both parties share in the downturn. Coming up with a contract that reflects such a system takes some analysis.

Under the new contract, the markets for three key commodities are evaluated every three months, with a pricing formula determining whether the municipality pays or receives revenue for that time period.

“It’s not perfect,” Potter acknowledged, noting that the markets became even more volatile as the city’s contract negotiations were underway, and there is room for further improvement in future contracts. But in the bigger picture, MRFs can stay in business without getting hit with huge revenue declines.

Still, it’s an adjustment. There are ripple effects from the contracts being much more specific on cost and responsibility.

“Sometimes when you had a contract and you had revenues, you absorbed some of the costs that were associated with that,” Potter said. “You’d get some small amounts of contamination, and you kind of said, ‘Hey, it’s not a big deal.’ Now we’re having the issue of dealing with, ‘OK, everything is a big deal.’”

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## CITY NEWS SERVICE / DAILY BREEZE

### From Sun Valley to Wilmington, LA Needs Its Own Green New Deal, City Council Says

April 16, 2019

*A national Green New Deal resolution sets a goal for the nation to get 100 percent of its power through renewable energy by 2030. A council motion instructs city staff to draft a policy which mirrors the "principles and priorities" of the national Green New Deal.*

LOS ANGELES — Efforts to take more aggressive local actions on climate change through the development of a Green New Deal for Los Angeles were approved Tuesday, April 16, by the City Council, while one of its committees signed off on a plan to create an office dedicated to climate emergency mobilization.

Council members Nury Martinez, Paul Koretz, Mike Bonin, Curren Price, Marqueece Harris-Dawson and Monica Rodriguez introduced the unanimously approved motion directing the Department of Water and Power and other city departments to prepare a report on the development of a local Green New Deal.

"As a lifelong resident of the Northeast San Fernando Valley, I have spent my entire career fighting against the injustices in our community to leave our children with a cleaner environment than the one I inherited. Historically, when we have talked about green energy innovation, we have forgotten to include the very frontline communities that stand to benefit most," Martinez said. "But that was then.

"Today, the Los Angeles City Council voted in favor of my motion to develop a Green New Deal in Los Angeles that begins and ends with our frontline communities," she said after the 12-0 vote. "Together, we will guide Los Angeles toward a more environmentally friendly, and more equitable future. It is called environmental justice for a reason. By starting in our most burdened communities, from Sun Valley to Wilmington, we are finally living up to the name."

A national Green New Deal resolution sets a goal for the nation to get 100 percent of its power through renewable energy by 2030. The council motion instructs city staff to draft a policy which mirrors the "principles and priorities" of the Green New Deal unveiled by Rep. Alexandria Ocasio-Cortez, D-New York, and backed by many of her party's leading candidates for president, including Sen. Kamala Harris, D-Calif.

Last April, the Los Angeles City Council advanced a proposal to develop a Climate Emergency Mobilization Department to oversee efforts to reduce greenhouse gas emissions citywide and set aside \$500,000 in funding in seed money for the project suggested by Koretz and Councilman Bob Blumenfield.

Koretz's office in March drafted a report which offered several recommendations, including that the department be responsible for the development of metrics to measure

and track the city's greenhouse gas emissions, and develop an annual climate budget of greenhouse gasses and criteria pollutants to determine the city's allowable annual emissions, similar to how the city's financial budget determines its monetary expenditures.

"We know we need to dramatically ramp up and focus our efforts towards climate emergency mobilization, with all of society working towards the same goal, and a safe, just and equitable climate future," Koretz told fellow members of the Energy, Climate Change and Environmental Justice Committee.

Koretz said he is altering his proposal from creating a new department to creating an office that would likely fall under the purview of the Department of Public Works, adding that the consensus is that it is a "more appropriate first step, but it doesn't preclude a department later if it proves that we need one."

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## MYNEWSLA

### Man Charged in Hit and Run Crash that Killed Scooter Driver

April 16, 2019

A Utah man was charged Tuesday with murder and other counts stemming from a hit-and-run crash that killed a Texas man riding an electric scooter in Hollywood.

Jared Walter Anderson, 26, of Enoch, Utah, allegedly failed to yield to oncoming traffic at Vine Street and Sunset Boulevard in the early morning hours Saturday, struck Evan Dyer Faram, 31, of Dallas, in a marked crosswalk and then ran over the victim with a pickup truck while fleeing from police.

Faram died at a hospital.

Anderson allegedly drove against traffic and failed to stop at traffic signals and stop lights before crashing the truck in a residential area, according to prosecutors.

He has remained jailed in lieu of \$2 million bail since his arrest by Los Angeles police about 3:15 a.m. Saturday, according to jail records.

Anderson is set to be arraigned April 29 in a downtown Los Angeles courtroom on one felony count each of murder, vehicular manslaughter with gross negligence, gross vehicular manslaughter while intoxicated, hit-and-run driving resulting in death to another person and fleeing a pursuing peace officer's motor vehicle causing death, according to the Los Angeles County District Attorney's Office.

The criminal complaint alleges that Anderson has a 2015 conviction in Utah for driving under the influence.

[Read article on website](#)



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## WASTE DIVE

### How the Waste Industry Can Keep up with an Ever Growing Cannabis Stream

By: Rich Thompson

April 17, 2019

Last fall, when I covered the basics of managing cannabis waste in North America, it would have been difficult to predict how much would change in the months ahead. In honor of the international cannabis holiday on April 20, here's an update on the latest implications of green growth.

Today, 33 states and the District of Columbia have legalized marijuana in some form. In November 2018, Michigan voters made it the largest Midwestern state to approve a measure permitting adults age 21 and over to purchase and possess recreational-use marijuana. In these states and Canada, cannabis cultivation, processing and dispensary operations are geared toward producing a steady supply to meet medical and recreational consumer demands.

Most states, including new comer [Michigan](#), require disposal of marijuana through one or more of the following methods: landfilling, composting, in-vessel digestion or incineration. Today, most cannabis waste goes directly into landfills — but rising awareness around organic waste processing could start changing this approach.

### Hemp is making a comeback

President George Washington notably evangelized the benefits of hemp cultivation, promoting it as a cash crop with essential industrial and domestic uses. For decades, federal law didn't distinguish hemp from other cannabis plants — but the Marihuana Tax Act made possession or transfer of marijuana illegal starting in 1937, and the 1970 Controlled Substances Act built on that effort by prohibiting cannabis of any kind.

Last December, Congress approved the [2018 Farm Bill](#), which prompted a national conversation on hemp and its sister plant, marijuana. The bill permits expanded hemp cultivation and allows for expanded sales of hemp-derived products — the expected increase of which will introduce more organic material into the waste stream.

The legislation defines hemp as a cannabis plant with less than 0.3% tetrahydrocannabinol (THC), the psychoactive compound responsible for marijuana's associated high. Tinctures, topicals (lotions, balms and oils) and capsules are attracting a larger consumer market by touting the health and wellness benefits of cannabidiol (CBD) found in hemp. A new report from the [Brightfield Group](#) estimated the CBD market reached \$591 million in 2018 and will continue to grow briskly over the next three to four years.

This change in federal policy drastically transformed the national approach to hemp

cultivation. Under the bill, state agriculture departments are required to devise plans to keep the plant highly regulated for both industrial and personal production. Earlier this month, the [U.S. Food and Drug Administration](#) announced steps to develop a framework for the marketing of cannabis-derived products.

### **Legislation sparks complications**

Legal issues arose almost immediately over the hauling of hemp from one state to another. [As discussed in my previous column](#), it's important that waste and recycling haulers understand all cannabis laws when crossing state lines, as can be common in certain markets.

In January, Idaho State Police [arrested the driver of a truck](#) after 6,700 pounds of hemp were found at a Boise weigh station. Testing came back positive for THC; however, since the test wasn't able to determine that the concentration was well below the federal limit, the driver was charged with felony trafficking of marijuana. Big Sky Scientific, the Colorado company that owned the hemp, purchased it from a registered industrial hemp grower in Oregon and has sued Idaho for its return under statutes in the Farm Bill and the Commerce Clause.

Idaho law enforcement was on alert due in part to a [marijuana growing glut in Oregon](#). In a year that saw an estimated 1.3 million pounds of marijuana grown, the total supply of cannabis greatly exceeded the amount needed by the state's 4.1 million residents. Oregon didn't put a cap on registered growers and has issued more than 2,000 licenses, but no product can be sold across state lines. Until that oversupply is addressed, large volumes of harvested product may be destined for disposal or composting due to the various shelf lives of cannabis products.

### **Cannabis processing waste options**

California's confirmation that cannabis waste is a component of the state's organic waste stream has raised concerns about the volume of plant waste expected. [State rules](#) signed by former Governor Jerry Brown established targets to cut organic waste destined for landfills by 50% in 2020 and 75% in 2025, requiring large generators to separate the waste for collection and processing. While California recycles roughly 5 million tons of organic waste each year, new infrastructure is needed to accommodate additional material and hit those imminent targets.

One group working to address these organic waste goals is the [US Composting Council](#). At their 2019 annual conference in Phoenix, Arizona, vendors and operators discussed the compostability of this growing organic waste stream. Processing cannabis residues, including stalks, stems and root balls, produces a compost product similar to any other green waste. However, limited availability of accessible compost facilities generally forces marijuana grow operations to combine the organics with other facility trash and landfill the mixture.

Most states require cannabis cultivating operations to track material movement, including waste disposal and composting volumes. Several states have found little or no composting of cannabis waste, with the bulk of it sent to landfills; some composters,

concerned about the impacts of federal marijuana bans, aren't accepting cannabis waste. In the interest of expediting the removal of waste from their operations, many cannabis growers are overlooking the obvious cost savings of composting over landfilling.

Even with those limitations, composting is still the most common option after landfilling. Two other possibilities, in-vessel digestion and incineration, are permitted, and their uses are being developed — Canadian company [Micron Waste Technologies](#), for instance, was recently issued a U.S. patent for its proprietary digestion system. Targeting biodegradable materials, Micron is installing technology to process both food and cannabis waste. By partnering with cannabis growers, digester solutions are touted as a cost-efficient alternative and produce a clean effluent to meet wastewater discharge standards.

The Drug Enforcement Administration [recently petitioned](#) to contract with an Arizona company, Tucson Iron and Metal, to destroy confiscated marijuana. The statement of work requires the facility to provide incineration services and process a minimum of 1,000 pounds per hour in compressed bales under strict security. Open burning of impounded marijuana isn't new, but conducting these activities in a controlled industrial setting creates an additional option for cannabis disposal.

While many of these areas are still evolving, one thing clearly won't change with regard to cannabis regulations. Somewhere right now, there's a state talking about legalization; updating rules and regulations; and preparing to issue licenses to cultivation facilities, processing operations and dispensaries. All of this activity creates new opportunities for waste and recycling service providers to find ways to work within those complex local systems.

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## LA DOWNTOWN NEWS

### Praise for Some, A Kick in the Pants for Others at Roses and Lemons Award

By Sean B. Thomas

April 17, 2019

As Downtown Los Angeles continues to grow, a number of projects deserve praise and admiration. Then there are those things that merit a stern kick in the pants.

Both praise and disapproval were dished out at the 39th annual Roses and Lemon Awards last week. The event hosted by the Downtown Breakfast Club took place before about 500 people on Thursday, April 11, in the Millennium Biltmore Hotel's Crystal Ballroom.

The organization, made up of several dozen Downtown business leaders, awarded "Roses" to a collection of area residential, restaurant, retail and municipal projects. Yet

the event's highlight is always the presentation of the Lemon, which this year went not to a single project or entity, but to a combination of issues wrapped under the banner of "Pedestrian Experience Downers."

"The sidewalks of Downtown L.A. are some of the most vibrant in the world, but our enjoyment of them is hindered by a host of Pedestrian Experience Downers, large and small," Lemon presenter Hal Bastian said. "There is a growing list of problems that make walking in DTLA a pain in the you-know-what."

The designation jabbed a number of issues, including public marijuana consumption, broken streetlights, dockless scooter clutter, sidewalk trash dumping and the homeless encampments that sprout on city sidewalks.

Pedestrians distracted by their phones were also included under the umbrella (that issue received its own Lemon two years ago). Previous Lemon "winners" include construction traffic and the loading zone at the Music Center.

"The lemon is about what sucks in Downtown," Bastian quipped, with a bright yellow lemon dangling from a necklace around his neck. "In the past the Lemon was given to something that could be remedied, but we've kind of given up on that."

The Lemon followed positive recognition for numerous efforts. The Rose Garden Award, which highlights large-scale developments, went to the MyFigueroa streetscape project, a recently completed \$20 million slate of improvements to the Figueroa Street corridor that included the addition of dedicated bike lanes and upgraded street lights; the \$350 million Banc of California Stadium in Exposition Park, the home of the expansion Los Angeles Football Club; and the Los Angeles Philharmonic, which recently celebrated its 100th year with a massive CicLAvia event and concert.

Additional Roses were given in the food and beverage sector. Clayton's Public House, a Victorian-themed pub in the Spring Arcade Building, took home a Rose in the Shaken Not Stirred category, as did Shekarchi Bar and Grill, which recently moved from its home of 33 years to a new location at 920 S. Olive St.

The Home Sweet Home award, which highlights residential developments, was split between two categories: high- and low-rise buildings. The Griffin on Spring, a 24-story, 275-apartment tower on Spring Street from Holland Partner Group, was lauded for taller projects. Topaz, Jade Enterprises' 159-unit addition to the Historic Core, won for shorter structures.

The DBC also recognized a trio of hotels: the Mayfair Hotel from ICO Group in City West, the upgrade of the Hotel Figueroa in South Park, and NoMad Los Angeles, Sydell Group's upscale project in the Financial District.

City National Bank's office design in 2 Cal Plaza on Bunker Hill and Nordstrom Local were awarded Roses in the office design and retail categories, respectively.

Also honored at the event was Carol Schatz, who was recognized for her decades of work and advocacy for Downtown with the Central City Association and Downtown Center Business Improvement District.



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## THE NEW AMERICAN

### Human Waste Happens: the Sad Tale of Homelessness and Filth in Urban Liberal "Utopias"

By: James Murphy

April 16, 2019

When leftist politicians wax poetically about "income inequality," you need only look to large cities in California to know exactly what they're talking about. For in cities such as Los Angeles and San Francisco, fantastic wealth exists alongside extreme poverty. Hollywood megastars live only blocks from vast homeless encampments. Silicon Valley billionaires exist in the same zip codes where open drug use is rampant. CEOs and movie producers must dodge panhandlers and piles of human excrement on sidewalks.

In Los Angeles County, an estimated 41,000 transient souls currently live on the streets. Once congregated in the Skid Row area of Downtown Los Angeles, homeless encampments have diversified into Hollywood, North Hollywood, and Van Nuys. Even upscale neighborhoods such as Bel-Air, Beverly Hills, and Malibu are reporting an increase in homelessness.

Reverend Andy Bales of the [Union Rescue Mission](#) in Los Angeles is on the front lines of the homeless problem. He has seen the issue devolve from a crisis into a full-blown emergency. "At this point, I'm very concerned about everyone in L.A. because we've really passed the tipping point of danger because we've left so many people for so many years to be devastated on the streets."

It's not just a matter of inconvenience for the citizens of L.A. The homeless on the streets of the city are both dangerous and in danger from those around them. Often, mentally ill persons are living on the streets. Unable to fend for themselves, they often become the perpetrators and the victims of crime, as a [body-cam video](#) released by the Los Angeles Police Department illustrates.

"We've left far too many people for far too long on the streets: 41,000 in Los Angeles County alone. The longer you leave people on the streets, the more dangerous to the folks who live on the streets, but what we don't realize is the more dangerous it is to everyone else," Bales concluded.

As if to illustrate Bales' point, celebrity Jack Osbourne, the son of Sharon and Ozzy Osbourne, was [sucker-punched by a random homeless man](#) at a coffee shop on Ventura Boulevard. Osbourne reportedly threw his coffee at the assailant, causing him to run away. Police later caught up to the man, who produced a screw driver, with which he attempted to stab the officers. The man was ultimately arrested and booked for deadly assault against a police officer. The assault against Osbourne will be a supplementary charge.

During the annual homeless count in Los Angeles, in which volunteers canvass the city just to count the homeless and the number of temporary shelters throughout the city, Mayor Eric Garcetti (D), who had been considering a run for president, called on politicians nationwide to do more about the problem. "It's time for the federal government to step up too," Garcetti said. "This is something where every government leader needs to put down partisanship and produce results."

But maybe, like most problems in the world, government (especially the federal government) shouldn't attempt to "fix" anything. You can always count on government intervention to make a problem worse.

Up I-5 in San Francisco, the actual number of homeless persons may be less than in Los Angeles, but their behavior may be even worse.

In one of the wealthiest cities in the United States, approximately 7,500 people live on the streets. Rampant, out in the open drug use, often with needles being provided by the city, has become commonplace, even in affluent neighborhoods such as Russian Hill, Nob Hill, and Pacific Heights.

But perhaps the most indicative symptom of San Francisco's homeless problem is the human waste, found in nearly all neighborhoods of the city. [An interactive map](#) now documents thousands of reported cases of human waste found on the city's streets.

The city, a tourist destination for some 25 million visitors annually, is knee-deep in human filth.

Shortly after her inauguration last year, new San Francisco Mayor London Breed toured a portion of the city on foot. "I will say there is more feces on the sidewalks than I've ever seen growing up here," Breed said at the time. "This is a huge problem and we're not just talking about from dogs — we're talking about from humans."

Breed, who was elected in part on her promise to clean up the city (literally), has not yet had much success. Last year, a record 28,084 instances of human waste on public streets were reported. In the first quarter of 2019, more than 6,600 instances have been reported.

Tossing money at the problem doesn't seem to be helping. San Francisco spends close to \$280 million on homelessness each year. Still, since 2011, more than 118,000 instances of human waste were reported on the city's streets.

It's disgusting to think about, it's disgusting to write about, and it must be even more disgusting to live there. Perhaps the reason Nancy Pelosi doesn't want the president sending thousands of illegal immigrants to her precious ["Sanctuary" City by the Bay](#), is that she's embarrassed by it. And it would undoubtedly make the problem worse.

It's not just California. [The entire West Coast](#) of America has a homeless problem. Seattle and Portland have similar problems with homelessness as do other American cities. One common denominator seems to be who is running these cities. With very few exceptions, the major cities in America — and definitely those on the West Coast — are all run by leftists. Perhaps as their citizens are dodging attackers and side-stepping piles of excrement, they should think about that.

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## CURBED LA

### Venice Neighborhood Group Raises over \$200,000 to Fight Homeless Shelter

By: Elijah Chiland

April 16, 2019

*The Venice Stakeholders Association is prepared for an expensive legal battle*

A group of [Venice](#) residents opposed to plans for a 154-bed homeless shelter in the beachside neighborhood are gearing up for an expensive legal fight. Mark Ryavec, president of the Venice Stakeholders Association, a neighborhood group that has [repeatedly challenged](#) the city's homelessness policies in the area, says the organization has raised \$200,000 to pay for law suits challenging plans for the shelter.

Ryavec tells Curbed the donations have come from more than 100 individual donors, many of whom live in northwest Venice—where the shelter is set to rise from the site of a former bus lot owned by Metro.

In January, VSA [announced on its website](#) that it had raised \$100,000 for the legal battle, and shortly after sued the city of Los Angeles and the California Coastal Commission over the bridge housing project. Last month, the organization filed a separate law suit against Metro after the transit agency approved a lease agreement allowing the city to move forward with construction.

The law suits allege that local officials flouted environmental law when approving the shelter, which is part of Mayor Eric Garcetti's [A Bridge Home program](#). Announced last year, the program is aimed at providing [emergency housing](#) for homeless residents while the city awaits construction of permanent homes funded through 2016's [Measure HHH](#) ballot initiative.

The temporary shelters were meant to be erected quickly in [neighborhoods around the city](#), but the VSA law suits maintain that officials skipped out on requirements that "adverse impacts" of construction projects be fully studied prior to approval.

Specifically, the suit alleges that the shelter will "act as a magnet for homeless individuals and encampments," resulting in increased "noise, litter, discharge of sewage," and impacts to "public safety."

At an October [town hall](#), Garcetti and City Councilmember Mike Bonin argued that the shelter will not accept walk-in residents and will instead serve as a more centralized living quarters for those now living in makeshift encampments on neighborhood sidewalks.

Ryavec says he doesn't buy it. "All they're doing is making life more difficult, and more dangerous, for residents," he says.

On May 10, a Los Angeles County Superior Court judge is set to decide whether to issue a preliminary injunction that would halt the project.

Though funding for the shelter has been approved, and the lease has been finalized, construction hasn't begun on the project. Garcetti's press secretary, Alex Comisar, says the city is awaiting the judge's decision before starting work on the project, which was once [expected to open by spring](#).

Ryavec says his ultimate goal is to "make the city revisit the location" of the planned shelter. He points to [alternative sites](#) recommended for further study by the Venice Neighborhood Council as better fits for the housing facility.

None of those sites are in Venice, where the Los Angeles Homeless Services Authority counted 854 people living without shelter in early 2018. Ryavec says the neighborhood isn't appropriate for a large shelter like the one planned at the Metro lot.

"What idiot would put this in a residential neighborhood on some of the most expensive land in California?" he asks. "At some point all of those beds are going to fill up, and that's where the danger comes."

Since announcing the bridge housing effort, Garcetti has stressed that police and sanitation workers will ramp up efforts to keep areas around the shelters free of encampments. It's a stance that's [draw n criticism from homeless advocates](#), who say the initiative gives officers leeway to aggressively police homeless communities.

According to a [February report](#) to the City Council's budget committee, the cost of police patrols at the bridge housing sites averaged more than \$94,000 per month at each of the two shelters open at the time (a third has since opened, and at least six more are on the way).

For Ryavec, the prospect of additional policing isn't a problem. He says enforcement is necessary to properly address homelessness in Venice.

"Every time you become more permissive, and add more amenities, you're simply inviting more people to come to this area," he says.

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**From:** Elena Stern <elena.stern@lacity.org>

**Date:** 5/30/2019, 10:01 AM

**To:** <colin.sweeney@lacity.org>

May 30, 2019

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## **CURBED LA**

### **Ad campaign for homeless housing targets NIMBYs**

By: Nadra Nittle

May 30, 2019



New murals and bus bench ads dotting Los Angeles include the same phrase: “Dear Neighbor.” More than a simple greeting, the [Dear Neighbor campaign](#) is designed to sway residents to get behind supportive housing projects for their homeless neighbors.

The \$70,000 campaign is the brainchild of [72U](#), the creative “residency” of [72andSunny](#), an elite advertising agency that lists Google a client.

“We spoke with multiple homeless neighbors about what permanent housing could do to help them, to change their life,” says 72andSunny producer Catherine Roscart. “We tried to bring down these stereotypes and show that everybody’s someone’s mother, sister, father, brother.”

72U started using its resources last year to promote art that addresses social justice issues, such as immigration and mass incarceration. It launched “Dear Neighbor” on May 1, with the message, Roscart says, that “we’re all neighbors.”

The Dear Neighbor campaign includes multiple murals and bus bench ads in Central Los Angeles and Venice. A large mural on Beverly includes quotes from homeless

residents about how passersby can be cruel to them and how permanent supportive housing is a necessary step in treating the transient population, especially those with mental health issues.

For the project, the company worked with [Show zart](#), an artist who lives in Skid Row. “He’s incredible. He helped us with the design,” Roscart says.

Show zart, 41, says he lost the home he was renting in 2015 after an extended legal battle stemming from false police charges against him. Despite the setback, he’s earned a reputation, including [profiles in the Los Angeles Times](#), for his artwork.

When 72U expressed interest in working with a homeless artist for the Dear Neighbor campaign, people in Skid Row directed the ad agency to him. Before long, he, several other artists, and 72U were working on a concept for the murals for the campaign, initially called “Dear NIMBY,” Show zart says.

“We couldn’t get certain communities to agree or certain business to agree to putting that strong message on their walls,” he says. “They weren’t too comfortable with ‘Dear NIMBY.’ We changed it to ‘Dear Neighbor’ because the message is saying the same thing. Besides, if you’re a NIMBY, you know you’re a NIMBY.”

But even after they changed the greeting to one that was less controversial, Show zart said that certain businesses still didn’t want to be involved, which is why just two murals feature the “Dear Neighbor” campaign. Show zart, however, worked on a large mural on The People Concern building on Arlington Avenue. It took three weeks to complete. His art is also featured on bus benches in Venice.

Although he doesn’t consider himself homeless—he says the world is his home—Show zart called supportive housing for people living on the streets a “great program.”

“I have kids,” he says. “I have a fiancée. I pay bills. I pay my taxes.”

Although LA voters passed [Proposition HHH](#) in 2016 to fund housing for homeless Angelenos, many residents, from [Sherman Oaks](#) to [San Pedro](#), have fought plans to build those homes in their neighborhoods.

Venice stands out as a community where tensions between [advocates for the homeless and opponents for building housing for them](#) have been ongoing for years. The Venice Stakeholders Association, made up of property owners, has [raised more than \\$200,000 to try to prevent](#) the city from building an emergency shelter at Sunset and Pacific avenues.

[Mayor Eric Garcetti](#) has suggested that residents who oppose supportive housing for homeless people are thwarting the city’s efforts to curb homelessness.

“We can point to the barriers we didn’t see coming: NIMBYism that’s slowed down projects... law suits focused more on keeping people’s stuff on the streets than how quickly we can move them indoors... a statewide housing crisis that hasn’t gotten any better,” he said during this year’s state of the city address.

The mayor’s office is one of the Dear Neighbor campaign’s partners, along with several

housing groups. Another partner, social service agency [The People Concern](#), has played a pivotal role in making sure that Dear Neighbor is seen by as many Angelenos as possible.

"We've had people contact us and say, 'This is really great. 'This is really cool,'" says CEO John Maceri. "They're really interested. There has been a lot of positive feedback, and we hope this makes an impact on people."

Maceri says he wants the campaign to challenge NIMBYs to better understand the role that permanent supportive housing plays in eliminating homelessness.

The People Concern is also partnered with [FlyawayHomes](#), a builder of supportive housing that doesn't rely on government funding or charitable donations for its projects. (Flyaway Homes and The People Concern recently won a \$1 million dollar grant from the [LA County Homeless Initiative's](#) Housing Innovation Challenge to build supportive housing at one-quarter of the cost per person of conventional affordable housing).

Without affordable housing, it will be impossible to stem the tide of homelessness, says FlyawayHomes COO Kevin Hirai.

"This whole Dear Neighbor campaign is for those NIMBYs who don't understand the issue," he says. "Let's talk about what it is. The Dear Neighbor website has a series of [video] interviews with both housed and unhoused neighbors that's very powerful. The people living in these communities—they're not all severely psychotic, violent, or drug addicted. We have a lot of families. A lot of kids who are homeless."

Greg Comanor, cofounder of [Daylight Community Development](#), a real estate company focused on building housing for the homeless, characterized NIMBYs as a small but vocal group. That Angelenos backed Proposition HHH signals to him that most residents want supportive housing.

"There's just a loud minority who gets very upset about these projects," he says. "We really need to bring an educational lens to why this stuff is so important."

Daylight Community Development is a Dear Neighbor partner and Comanor said that it shines a light on the people living on the city's streets; they deserve housing just like any other Angeleno.

Roscart of 72U has one main goal for the campaign: influence community members to take action on homelessness.

"They said yes to Measure HHH," she says. "Now, it's time to say 'yes' to building something."

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**LA TIMES**

## **L.A. agrees to let homeless people keep skid row property — and some in downtown aren't happy**

By: Gale Holland and David Zahniser

May 30, 2019

In a pivotal legal settlement, the city of Los Angeles has agreed that it won't put a ceiling on the total amount of property that homeless people can keep on skid row, but will throw away sofas, refrigerators and other large items crowding the squalid 50-block area of downtown.

The agreement, released Wednesday and reached after months of closed-door negotiations, applies only to skid row and adjoining streets.

It covers an area bounded by 2nd Street on the north, 8th Street on the south, Spring Street on the west and Alameda Street on the east. Spring and 2nd streets are heavily traveled commercial streets, with a high concentration of shops, restaurants and pedestrian activity.

Under the settlement terms, the city will have the authority to seize and destroy contraband, hazardous materials or rat-infested property that threatens public health and safety, as well as so-called "bulky items" — pallets, refrigerators, couches or other types of furniture.

But other possessions seized during arrests or encampment cleanups must be segregated, clearly marked and stored for 90 days in a skid row warehouse. Medication and other critical items must be available to be returned within 24 hours.

The city also agreed to give better notice of upcoming cleanups and to pay plaintiffs \$645,000 in attorney fees, legal costs and damages. The settlement will be in effect for three years.

The case, Carl Mitchell et al. vs. city of Los Angeles, marks a critical flex point in L.A.'s long struggle to balance homeless people's property rights against the welfare and quality of life of the whole community.

Because the law suit, filed in 2016, only targeted a specific geographic area of downtown L.A., the settlement sets a different standard than in the rest of the city, where authorities have set a limit on how much property that homeless people can store in the streets to what can fit in a 60-gallon container.

Some civil rights attorneys believe the 60-gallon limit is unconstitutional and the settlement states that the parties do not waive future challenges over enforcement under any law, state or federal.

The law suit, known as the Mitchell case, accused the city of using street cleanups and minor arrests as a pretext to seize and destroy homeless people's property on skid row, where more than 2,000 people sleep in tents and lean-tos in the largest concentration of encampments in the country.

How the agreement will affect skid row's sprawling camps is unclear. The city [has](#)

[limited storage capacity](#) for homeless people's goods, and it spent \$31 million last year on camp cleanups citywide without making an appreciable difference in skid row's sordid conditions. Sanitation officials had said at a public hearing that the sofas, refrigerators and other big items were their biggest worry.

Homeless advocates said the settlement would force a more humane response to the rolling crisis on skid row.

"It's good to know people's right to property is going to be protected," said General Dogon of the Los Angeles Community Action Network, a skid row anti-poverty group and a plaintiff in the case.

Advocate and civil rights attorney Carol Sobel called the settlement an "important first step" but added, that "what we want most of all is for the city to come up with a plan that addresses the needs of everyone, including those experiencing homelessness."

A spokesman for City Attorney Mike Feuer, who negotiated the settlement with lawyers for homeless individuals and advocacy groups, said that it "provides the city the authority and flexibility it needs to address health and safety issues related to homelessness."

But Jessica Lall, chief executive of the Central City Assn., a downtown-based business group that fiercely fought the agreement, said it keeps in place rules that have made it difficult for the city to clean up skid row and address homelessness.

"Because there are no limits on the amount of things that can exist on the sidewalk, it is hard to determine what is someone's belongings and what is trash," said Lall, adding that her group's board of directors will consider a possible legal challenge. "It's hard for sanitation workers to determine if something is a public health concern if it's buried in a pile of stuff."

Nick Previsich, who lives in a Spring Street condominium, said the settlement will simply expand the boundaries of skid row.

"We have rats. I've seen them coming in and out of the tents," he said. "What's going to happen is a proliferation of really, really serious health problems."

Alex Comisar, a spokesman for Mayor Eric Garcetti, called the agreement "the outcome of several unfortunate options" but added: "It's time we break the cycle of litigation that keeps us from helping people in need."

For decades, the city has been entangled in [litigation over camp sweeps and property seizures on skid row](#). In April 2016, U.S. District Judge S. James Otero ordered the city to stop taking and destroying homeless people's possessions on skid row unless they threatened health and safety, and later turned down the city's request to set volume property limits.

In a series of closed-door sessions, Feuer recommended that the L.A. City Council settle the case. Downtown business owners and residents packed the council chambers, demanding that the city take the case to trial.



They argued skid row 's squalid camps hurt homeless people as much as those forced to work, live or pass by the trash-filled district. A group of recovering addicts said billowing tents helped homeless people hide and perpetuate their struggles with alcohol and drug abuse.

In the meantime, a federal court governing the western states, including California, ruled last year that cities can't enforce anti-camping laws when shelter capacity is lacking, as it is in Los Angeles. An appeal of the ruling was denied last month.

Homeless advocates said the city was wasting money for enforcement and property seizures that should go toward housing or bathrooms, showers and washing stations to improve conditions in the street.

In March, the City Council in a closed session [approved the framework for an agreement](#), but refused to make public the terms, prompting more protests.

"What the city may not do is to rewrite its laws behind closed doors under the guise of reaching a 'settlement,'" a lawyer for the downtown Central City Assn. wrote the city attorney in April.

Last week, the council approved the attorney fees on a 12-2 vote and sent the settlement to Garcetti, who signed it Friday.

Councilmen Jose Huizar and Joe Buscaino, who opposed the settlement, said it would exacerbate skid row 's degradation.

The settlement "establishes a different set of standards that will only perpetuate the public health crisis that already exists in skid row," said Buscaino, who represents the harbor area.

Huizar, whose downtown district includes skid row, said: "The city continues to set policy as a reaction to individual and ongoing law suits rather than agreeing to a comprehensive settlement ... that will move us forward in a proactive path in helping us address our homelessness crisis."

One of the four homeless people who filed suit, Michael Escobedo, 60, died of cancer in October. Two of the plaintiffs are now housed "and happy to have their own places," Sobel said, but the lead plaintiff, Carl Mitchell, still lives on skid row.

Seated on a sagging plastic crate in front of the Hippie Kitchen soup line last week, Mitchell repeated the allegations that he made in the law suit: The LAPD arrested him for illegal possession of a supermarket shopping cart and took two carts full of his belongings, including medication for his high blood pressure and mental health condition.

He said he was released from LAPD lockup in the early hours of the morning with nothing but a blanket he found in an abandoned cart.

Mitchell said the law suit "had stopped the harassment on skid row." But neither the cleanups, the litigation nor the millions of dollars spent on skid row programs have gotten him off the streets.

"It takes years to get a place," he said.

Mitchell sleeps on a half-inch thick foam mat sandwiched between two billowing tents. "It's hard to find a place to squeeze in between the tents," he said. He said he is grateful for the street cleanups and cooperates when he can by moving his things out of the way of the power-washers and Hazmat teams.

"But why do they have to take the people out with the trash?" he asked. "Wherever you lay your hat is your home."

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## URBANIZE LA

### Three Design Options Emerge for the L.A. River Restoration's "Crown Jewel"

By: Steven Sharp

May 28, 2019

Two years after the City of Los Angeles closed on [its \\$60-million purchase of the Taylor Yard's G2 Parcel](#) - called the "crown jewel" of the L.A. River restoration by Mayor Eric Garcetti - [a community presentation details design alternatives for the 42-acre site](#).

Located along the north bank of the river in [Glassell Park](#), the Taylor Yard was once the Los Angeles-area base of the Southern Pacific Railroad. In the three decades since the rail yard ceased operations, much of its former real estate has been redeveloped into a mix of park space and housing. Today, the G2 Parcel - sandwiched between the river and commuter rail tracks - is all that remains.

The presentation, given at a community meeting on May 18, provides three design options for converting the G2 Parcel into park space, each of which will require substantial soil remediation on account of the property's past industrial use, as well as considerations to the flood control functions of the L.A. River channel.

#### Island

"Inspired by the story of the river," the Island design option would involve slicing a channel through the G2 Parcel.

A conceptual site plan shows terraced treatment ponds at the center of the park space, with connections to Rio de Los Angeles Park and the opposite side of the river through a series of [pedestrian bridges](#). Additionally, plans call for approximately 4.5 acres of new buildings, including a cafe, a youth center, a museum, a restaurant, parking facilities, and a cafe.

## Soft Edge

The "Soft Edge" design option calls for extending the river bed into the current footprint of the G2 Parcel, cutting away concrete barriers to create a new flood plain.

Plans call for a similar assortment of new buildings within the park, located at the southern corner of the site, as well as connections across the river via pedestrian bridges.

## The Yards

The third option, "The Yards," gives a nod to the G2 Parcel's railroad heritage, recreating the footprint of the historic roundhouse at the center of the site.

A wetlands area would be created at the center of the park by pumping in water from the river. As with the other two alternatives, The Yards would include new buildings and pedestrian crossings to the west side of the river.

A full environmental impact report will be conducted before the G2 Parcel is made available for public use, with temporary improvements scheduled to come online in 2024. The full slate of improvements, designed by WSP and [Studio MLA](#), are scheduled to begin construction in 2026 and open by 2028.

Though the Taylor Yard is a major component of [the L.A. River restoration](#), other major projects are planned along the meandering stretch between Griffith Park and Downtown Los Angeles, including [multiple pedestrian crossings](#) and [parks](#). Additionally, [Metro is pursuing a \\$365-million project](#) which will close the eight-mile gap in the L.A. River bike path between Frogtown and the City of Vernon.

These projects fall under a full master plan for the 51-mile waterway, which is being led by architect Frank Gehry. [Studio MLA and Perkins + Will are also working on restoration efforts for the Lower L.A. River](#), which stretches between Vernon and San Pedro Bay.

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## LA TIMES

### Like those tiny plastic hotel shampoo bottles? California moves toward banning them

By: Melody Gutierrez

May 29, 2019

Those small shampoo and conditioner bottles, popular with travelers but unpopular with anti-plastics advocates, would be banned in California hotels under a bill that cleared the state Assembly on Wednesday.



The complimentary shower products are the latest convenience item to catch the attention of lawmakers, who have previously targeted single-use plastic items such as [grocery bags](#) and [straws](#) in an effort to reduce plastic pollution.

Assembly Bill 1162 drew snarky responses and nanny-state criticism from Republicans after it was introduced, but no lawmakers spoke in opposition Wednesday. The bill passed with the bare minimum needed to earn a majority vote in the Assembly, 41 to 23.

The bill's author, Assemblyman Ash Kalra (D-San Jose), said the small plastic bottles in hotels may be convenient, but they are also damaging the environment.

"Those tiny plastic shampoo bottles that are common in hotel rooms represent a sizable amount of waste that can be easily eliminated in more cost-effective and environmentally friendly alternatives," Kalra said.

AB 1162 would take effect in 2023 for hotels with more than 50 rooms and a year later for all other hotels and rental homes. Hotels could still provide the small bottles of shampoo and other personal care products to guests upon request.

The trade group representing manufacturers and distributors of the small shampoos, conditioners and soaps, the Personal Care Products Council, opposed the bill, saying it would hurt businesses that sell to hotels.

"I'm not a big fan of bans, and I like these" products, said Assemblyman James Gallagher (R-Yuba City) in a hearing in April. "I collect them up in the hotel rooms."

The California Hotel and Lodging Assn. supported the bill, saying some of the world's largest hotel companies, including Marriott and InterContinental Hotels, have been [phasing out the small complimentary bottles](#) and replacing them with large in-shower dispensers.

Marriott officials said they expected to save an average of 250 pounds of plastic a year — or 23,000 plastic bottles — for each 140-room hotel that stopped stocking rooms with the mini shampoos and conditioners.

"By some estimates, there are as many as half a billion of those little bottles put in rooms in California in a single year," said Kalra, adding that the bottles are difficult to recycle because of their size and the residue left inside them.

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## LA TIMES

### Like those tiny plastic hotel shampoo bottles? California moves toward banning them

By: Melody Gutierrez

May 29, 2019

Those small shampoo and conditioner bottles, popular with travelers but unpopular with anti-plastics advocates, would be banned in California hotels under a bill that cleared the state Assembly on Wednesday.

The complimentary shower products are the latest convenience item to catch the attention of lawmakers, who have previously targeted single-use plastic items such as [grocery bags](#) and [straws](#) in an effort to reduce plastic pollution.

Assembly Bill 1162 drew snarky responses and nanny-state criticism from Republicans after it was introduced, but no lawmakers spoke in opposition Wednesday. The bill passed with the bare minimum needed to earn a majority vote in the Assembly, 41 to 23.

The bill's author, Assemblyman Ash Kalra (D-San Jose), said the small plastic bottles in hotels may be convenient, but they are also damaging the environment.

"Those tiny plastic shampoo bottles that are common in hotel rooms represent a sizable amount of waste that can be easily eliminated in more cost-effective and environmentally friendly alternatives," Kalra said.

AB 1162 would take effect in 2023 for hotels with more than 50 rooms and a year later for all other hotels and rental homes. Hotels could still provide the small bottles of shampoo and other personal care products to guests upon request.

The trade group representing manufacturers and distributors of the small shampoos, conditioners and soaps, the Personal Care Products Council, opposed the bill, saying it would hurt businesses that sell to hotels.

"I'm not a big fan of bans, and I like these" products, said Assemblyman James Gallagher (R-Yuba City) in a hearing in April. "I collect them up in the hotel rooms."

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## DAILY NEWS

### Orange Line parking lots in Van Nuys might be considered for emergency homeless housing

By: Elizabeth Chou

May 29, 2019

Los Angeles City Councilwoman Nury Martinez submitted a motion Wednesday to look into putting an emergency homeless shelter on Metro-owned property near the Orange Line Station in Van Nuys.

Martinez is asking staff from several different departments and agencies to do a feasibility study of a property on Aetna Street near Tyrone Avenue that “appears to be underutilized parking” for the Orange Line. The address of the property is 14333 Aetna St.

The motion cites the “ongoing homeless crisis” as a reason for identifying the potential site. The properties are being eyed as part of the “bridge home” shelter program initiated by Mayor Eric Garcetti that called on each council member to put an emergency homeless shelter in their district.

The shelter facility could be eligible for state and local funding, including from Measure H and Proposition HHH, which were sales and parcel tax measures approved by voters in Los Angeles to pay for homeless services and the construction of housing.

The motion, if approved by the full City Council, would begin serious study of whether the parking lots could serve as a site for “temporary crisis bridge housing.”

The findings would help determine whether any of the lots are suitable. The city would also still need to get the owner of the property, Metro, to agree to give up the site to build the homeless shelter.

Martinez’s motion says that if any of the properties are appropriate and available, city staffers should work with her council office to do community outreach, identify funding sources and work with “partners needed to proceed with site development and operations.”

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## LA TIMES

### California can’t solve its homelessness crisis without protecting renters housing

By: Times Editorial Board

May 29, 2019

Across California, cities and counties are reporting that homelessness — already at crisis levels in some communities — has only gotten worse.

In the Bay Area, Alameda County [reported a 43% increase](#) in homelessness from the last tally two years ago; Santa Clara County was up 31% and San Francisco was up 17%. The situation is just as dire for [Southern California communities](#). Orange County saw a 43% increase in homelessness; San Bernardino County was up 23% and Riverside was up 22%.

Los Angeles County leaders are expected to announce soon that their county also saw [double-digit](#) growth in its homeless population. This, despite the county spending more than \$600 million last year to ease the crisis.

Why, when counties and the state are pouring money into shelters and services, is homelessness growing? Because, even as regions are moving thousands of individuals off the streets, more people are becoming homeless, primarily because of rising rents and the lack of affordable housing.

Without question, California has to build more housing, and particularly affordable housing, whether by providing incentives or subsidies for construction. But in the meantime, if California has any hope of easing homelessness, the state has to adopt tenant protections to ensure that people living on the edge financially don't get pushed into homelessness by exorbitant rent hikes or unwarranted evictions.

Yet the Assembly is waffling on two bills that would enact temporary protections that could help slow the increase in homelessness in the coming decade while California communities build much-needed affordable housing.

[Assembly Bill 1482](#) is a statewide rent control measure designed to stop the most egregious rent hikes. The bill, by Assemblyman David Chiu (D-San Francisco), would set a statewide cap on annual rent hikes at 5% plus inflation. The proposal is similar to Oregon's first-in-the-nation law that limits rent increases to 7% plus inflation.

California lawmakers are typically reticent about rent control because of concerns that it could discourage apartment construction. And tenant protection laws always have an uphill climb in Sacramento, where property owners and real estate interests spend far more on lobbying and campaign donations than tenant groups. To ease owners' concerns, Chiu amended the bill so it would sunset in 2030 — making it more of a crisis response than a permanent change in policy — and exempt properties built in the last 10 years from the rent caps.

Even with those concessions, the bill is struggling to get enough votes to pass the Assembly and continue on to the Senate. That's a shame. More than 14 million Californians live in rental units that are not subject to any kind of rent control. Some 80% of low-income tenants are considered rent burdened, meaning they spend more than a third of their income on rent. Barring landlords from gouging tenants during a housing crisis should be an easy call for lawmakers.

There is also lukewarm support for a companion bill, [AB 1481](#), that would require

landlords to show "just cause" — such as a failure to pay rent or a lease violation — before they could evict a renter. The authors, Assemblymen Tim Grayson (D-Concord) and Rob Bonta (D-Alameda), have also added a 10-year sunset clause.

Apartment owners have complained the bill would add to their expenses and force them to raise rents, while also making it harder to remove bad tenants who may be engaged in illegal activity. But just-cause eviction laws don't shield bad tenants; landlords could still proceed with an eviction if a tenant failed to pay the rent, violated the terms of the lease, caused a nuisance or broke the law. The goal is to provide law-abiding tenants with some measure of due process and protection from arbitrary or discriminatory eviction.

Both of these bills are designed to give tenants more stability and security in times of skyrocketing rents — and hopefully slow the rise in homelessness.

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## WASTE 360

### What's California's True Recycling Story?

By: Arlene Karidis

May 30, 2019

When we hear California's waste management story, it's typically about how this West Coast state is ahead of the curve, with recycling rates well above the national average. We hear of California's ambitious targets and laws to divert from landfill and cut greenhouse gas emissions. And we hear of its forward-thinking programs to achieve these goals, from robust curbside organics collections to its bottle redemption program and various producer responsibility initiatives.

But there's a less-told story: California, like other states, is feeling the pain of a persistent, downturned commodities market streak. The pressure is especially on as it nears two major targets: 75 percent recycling by 2020 and a 50 percent increase in organics diversion (over 2014 levels) by 2022. Meanwhile, California's recycling rate is declining, hovering around 42 percent.

A few of the region's materials recovery facility (MRF) operators share from the trenches how they struggle to stay in front of these rigorous policies and goals. This, while they take on trials familiar to the whole industry: impacts of cheap fossil fuel and [China's crackdown on exports](#).

SB1383 calls for a [75 percent reduction in organics disposal](#) by 2025 from 2014 levels, and it's one of the industry's biggest challenges, says Tom Vogt, state president of California Refuse and Recycling Council and vice president of operations at Burrtec Waste Industries.

In fiscal year (FY) 2017-18, CalRecycle awarded \$24 million to 10 entities to expand



capacity to manage organic waste. But complying with SB1383 would cost more than \$20 billion for MRF infrastructure, composting sites and other processing facilities. In addition, there will be extra cost for manufacturing infrastructure to offset the impact of the deteriorating [Chinese markets](#), according to Vogt.

Arming themselves for heightened expectations, MRFs are rolling out commercial organics collections, investing in bins, automated containers and expanded routes.

Some MRFs have onsite composting or anaerobic digestion (AD) facilities. Or they may haul to wastewater treatment plants for AD. Some may go to a third-party AD facility and pay a tip fee. And, increasingly, they will take on these processing roles and expenses, says Vogt.

At Burrtec, which does onsite composting, food waste is broken down, contaminants are ejected and material is made into a slurry and transported to an AD facility.

There is huge pressure in the traditional commodities markets, too. Some California MRFs are investing in pricey [optical sorters, robotics and other technologies](#) to improve quality. Here, too, CalRecycle provided some relief, approving \$9 million for FY 2016-17 for the Recycled Fiber, Plastic and Glass Grant program. But a single facility may spend millions to tens of millions in enhancements.

With two large ports, the state heavily depended on a thriving export market for years—until [China all but closed the door on trade](#). Commodities exports dropped 35 percent from 2011 to 2017 and continue to plummet as China's ban and drastically lowered contamination threshold continue. There are few local mills to take up the slack; they dwindled when the overseas market boomed.

With scarce outlets, some commodities are stacking up in recyclers' yards.

Alameda County Industries feels the squeeze as much as anyone, as the county it serves established an ordinance that even exceeds state expectations. The state requires recycling businesses with more than 4 yards of solid waste each week to have recycling, but Alameda County requires all businesses to recycle.

"The challenge is the mandate drives up materials without sufficient capacity to manage them due to market restrictions," says Chris Valbusa, general manager of Alameda County Industries.

The company may receive 200 tons of recyclables a day, about 65 percent of which is mixed paper and cardboard.

"On any given day, we may or may not have orders of mixed paper and cardboard. If we don't have orders, we could have about five overseas container loads sitting from one day of not shipping," says Valbusa. "We have gone up to 10 days without shipping—that's 50 big overseas containers of bales sitting in the yard."

Then, there is [contamination](#). Two years ago, mixed materials moved easily. But the rules have changed with buyers now having much stricter quality expectations. This has meant change around what residents can put in their carts. So, Alameda County

Industries is spending a lot more on education and outreach to get them to understand and ultimately improve the quality of materials. It also added sorters.

Cal-Waste Recovery Systems services Sacramento and the surrounding area. The company has brokers looking for new markets, like Mexico, Vietnam and wherever it can ship. But it's been hard.

Meanwhile, it's doing a \$14 million upgrade to consolidate labor, increase volume and improve quality, while contending with that governments have traditionally expected revenue shares.

"But the revenues are not there," says Dave Vaccarezza, owner Cal-Waste Recovery Systems.

In the past, Sacramento County's Department of Waste Management and Recycling realized up to \$1.2 million a year in revenues through single stream contracts. Now, it spends \$1.9 million in processing, including \$800,000 to deal with contamination.

"Local governments are realizing they can't get blood out of a turnip. And we arrived at the agreement that we would process material for a flat fee per ton, with value returned when there is some," says Vaccarezza. "We recover our costs through the payers. This has meant needing to raise our rates."

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#### **About LA Sanitation and Environment**

As the lead agency for the City's environmental programs and initiatives, Sanitation protects public health and the environment through the administration and management of three program areas: Clean Water (Wastewater), Solid Resources (Solid Waste Management) and Watershed Protection (Stormwater). These infrastructure programs collect, treat, dispose and recycle the solid and liquid waste generated by the nation's second largest city of more than four million residents. Through these essential Public Works programs, Sanitation delivers a triple bottom line of economic, environmental and social benefits that sustain quality of life in Los Angeles.

#### **About L.A City Department of Public Works**

The Department of Public Works is comprised of five bureaus: Contract Administration, Engineering, Sanitation, Street Lighting, and Street Services, as well as the Offices of the Board, including the Offices of Community Beautification, Filming and Petroleum Administration. More than 5,500 employees are responsible for design, construction, renovation and operation of public projects ranging from bridges to wastewater treatment plants and libraries; curbside collection and graffiti removal; and maintenance of streets, sidewalks, sewers, streetlights and street trees.

The Department is governed by the Board of Public Works (BPW), a five-member full-time executive team that is committed to delivering projects and programs that enhance quality of life, economic growth, public health and the environment to all Angelenos.

For more information, please visit <http://bpw.lacity.org>.

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June 13, 2019

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## Today's Contents

Below are articles culled from newspapers and other periodicals relating to the activities of the Department of Public Works. They are being submitted to you for information purposes only.

- [The future of America's worst freeway](#)
- [LA Leaders Opposed A Law That Would Make It Harder To Tow Cars — Even If People Are Living In Them](#)
- [Even Local Officials Are Fighting On Facebook About Homelessness](#)



- [Councilmember Koretz Calls E-Scooters “Anti-Vision Zero,” Pushes to “Get Rid of These”](#)
- [Sure, study a vacancy tax, but the solution to L.A.’s housing crisis is still to build](#)
- [Global warming may reduce fish and other sea life by 17% by the year 2100](#)
- [Despite Trump’s ‘burn, burn, burn’ policies, renewable energy capacity now exceeds coal’s](#)

## **MASHABLE**

### **The future of America's worst freeway**

By: Mark Kaufman

June 12, 2019

On June 17, 1994, some 20 police cars chased O.J. Simpson’s white Ford Bronco down Los Angeles’ 405 freeway. It proved to be an especially bizarre pursuit, set in motion after the Los Angeles Police Department told Simpson to surrender in connection with the murder of two stabbing victims, one of whom was his ex-wife. The Bronco, driven by Simpson’s friend while the football star hunkered down in back, traveled almost leisurely down the emptied lanes, as if it were cruising along a residential boulevard. Helicopters buzzed

overhead, Angelenos peered down from fenced overpasses, and the rest of the world watched the slow-motion chase on television.

Amid the evening rush hour, great lengths of the highway were free of gridlock as officers cleared the lanes. It was a rare sight. In any given year, the 405 is either one of the worst or literally the worst trafficked highway in the U.S. It takes extraordinary circumstances to relieve this notorious concrete behemoth of overcrowding.

"It's the most congested artery in America," Los Angeles Mayor Eric Garcetti told me, as he fittingly rolled slowly through traffic on another infamous LA freeway, the 110.

"I don't know if I've been on it and there wasn't traffic — it can be pretty dreadful," added David Brodsky, who wrote a philosophical take on the 405 and its concrete siblings in 1981, titled *L.A. Freeway: An Appreciative Essay*.

Yet, after decades of deadlock, the 405 may be able to shed its infamous reputation. Or, at least, there's cautious hope for the long-beleaguered, 72-mile highway. Garcetti revealed "[L.A.'s Green New Deal](#)" in April — an aggressive plan to confront the planet's [accelerating climate change](#) by slashing the city's carbon emissions. The far-reaching vision intends not just to electrify Los Angeles' polluting vehicles, but to dramatically ramp up public transit across the West's largest metropolis, a sprawl blanketed in asphalt and peppered with palm trees.

Garcetti's Green New Deal calls for unprecedented change, a transportation revolution that will make some traffic-jaded Angelenos roll their eyes. No one thinks clearing out the 405 will be easy. "*What a challenge*," emphasized Brodsky, with an emphatic sigh.

The plan expects that by 2035, half of all trips through the city will take place in — *gasp* — something other than a single occupancy car. And, critically, the cars left on the road will no longer puff air pollution nor the [potent heat-trapping gas carbon dioxide](#) from their tailpipes. In fact, many cars may not have tailpipes at all. By 2025, Garcetti wants a quarter of all vehicles to run on electricity or zero-emission fuels. By 2035, he expects this number to leap to 80 percent.

"It's the most congested artery in America."

Ambitious may be an understatement. Yet, "if we don't try, we'll never get there," said Elizabeth Deakin, professor emerita of city and regional planning and urban design at the University of California, Berkeley.

Fortunately for the 405 and its begrudging patrons, Garcetti's scheme is getting a potent kick. In 2028, the Olympic games are coming back to Los Angeles. When the 34th Olympiad begins, the city intends to showcase a modernized, electrified transportation system, so city dwellers and visitors alike won't need to drive themselves to the Games — in terrible traffic. Instead, they'll use rail, subways, and electrified buses. "We can use the Olympics as a sense of urgency," said Matt Peterson, the mayor's former chief sustainability officer and now president of Los Angeles Cleantech Incubator, an organization promoting a climate-friendly city.

But getting Angelenos to ditch their automobiles has historically been a grand failure. And, as you'll see, the greatest hurdle of all might not be initially getting cars off the 10-lane roadway.

It will be keeping the majority of them off, for good.

"If that freeway becomes free flowing, it is an invitation to use it," warned Brian Taylor, a transportation expert at the University of California, Los Angeles and director of the school's Institute of Transportation Studies.

Adding more lanes won't help, either. A \$1.1 billion widening project that led to two so-called

"carmageddons" from the traffic hell during construction has caused even [more congestion, five years later.](#)

## CRUISING THE 405 IN 2035

I asked Garcetti what he, realistically, envisioned the 405 looking like in 2035, the year LA's Green New Deal anticipates that eight of every 10 cars will be running on electricity, or some clean energy.

"Very few people will drive themselves over the 405," the mayor said.

In Los Angeles, where the first freeways were born amid a booming post-war economy, this is a revolutionary idea. Driving on the freeway is an unwritten freedom, valued like the First Amendment.

"We have a belief that once people have a car they should be able to drive anywhere they want, any time they want," said Taylor, noting that this creed is simply at odds with places like LA that are overrun with cars.

Garcetti plots to end the tradition of rush hour on the 405 (as well as the 110, 10, 101, and beyond). For starters, many LA denizens won't be on the freeway at all in 2035, he said. They'll be speeding either under it, above it, or beside it. That's because Garcetti wants Angelenos to travel more like New Yorkers — on rapid transit trains. (But, perhaps, with trains that aren't [fraught with unconscionable delays.](#))

"Rail can be the backbone for the public transit," said Daniel Sperling, the director of the Institute of Transportation Studies at the University of California, Davis. And there will be pools of cash to make that happen. In 2016, Angelenos — perhaps exasperated with traffic — [voted overwhelmingly](#) to jack up the city's sales tax to raise money for enormous transportation projects. Past rail expansions haven't made a dent in LA's traffic woes, but this would be the first that constructs fast-moving trains along the 405 corridor. The project, known as Measure M, is a significant player in Garcetti's green plan, and provides some [\\$9.5 billion](#) to build rapid transit along a big swath of the 405.

It might not be any old train, either, said Garcetti.

It could very well be an elevated, space-age monorail, similar to the sleek trams zooming over Disneyland — but capable of traversing much more, like steep hills. "The monorail has really advanced since the Disneyland days," the mayor said.

A monorail visionary, Sixten Holmquist, built Disneyland's first monorail in the 1960s. He also [marketed a grandiose monorail system](#) to Los Angeles. But six decades ago, the city didn't bite. Instead, LA embraced the novelty of the "freeway" over cutting-edge trains.

When it comes to promoting monorails, Garcetti is in good futuristic company. Sci-fi legend Ray Bradbury strongly endorsed the LA monorail in 2006, [writing in the Los Angeles Times](#) that "the freeway is the past, the monorail is our future, above and beyond." Drab subways, anyhow, are for cities with cold, unpleasant winters like "Toronto, New York, London, Paris, Moscow and Tokyo," noted Bradbury. But "in LA our weather is sublime, and people are accustomed to traveling in the open air and enjoying the sunshine, not in closed cars under the ground." Indeed, the views from the rails of sun-drenched LA backed by the dominant, granite San Gabriel Mountains, could be glorious.

"At the end of the day, people like to see a beautiful city," agreed Garcetti, but added, to temper too much delight, that the city is still weighing the best rapid transit plan.

Of course, there will always be some (or many) vehicles still buzzing along the 405. That's as sure as gravity. And that's where the impact of LA's Green New Deal, which endorses electric vehicles, could be most immediately apparent on the freeways.

"It's going to be so much quieter in LA," said Peterson, the cleantech chief. "[Electric vehicles] are nothing like



the cacophony of internal combustion engines.”

The first transformations of the 405 won't begin with any futuristic trains — or decongestion. It almost certainly will start with the electrification of cars on the notoriously polluted highway. Though just 1.4 percent of vehicles in LA run on electricity today, Californians have welcomed battery-powered cars, and [lead the nation](#) in electric vehicle adoption. While electric cars are generally more expensive than the average gas guzzler, that may not be the case for much longer. Prices are expected to equal their combustion-engine counterparts [by 2022](#) as electric battery costs dip and more car companies offer long-range electric vehicles. To charge these vehicles, the green plan calls for installing 28,000 electric-charging stations around LA by the Olympics, as a way to encourage Angelenos to trade in the drudgery of gas stations, brown smog, and trips to the oil change shop for electric cars. This includes some 20 grand “plazas” for plugging in your ride.

Crucially, sedans, SUVs, and compact cars won't be the only vehicles running on electricity, instead of fuel fracked from the Earth. Much of LA's air pollution and greenhouse gases get heaved from the loud, heavy trucks chugging to and from the mega shipping ports of Los Angeles, which are the largest and most valuable in the nation. By 2035, Garcetti's scheme calls for the big machines that haul our foreign-made iPhones and toasters to run on electricity — in part by giving these modernized rigs the best curb or delivery space.

But for vehicles driving over the 405 in 15 or 20 years, it's possible [some might not have drivers](#) — or even steering wheels.

Sure, there's lots of inflated and tiresome hype about self-driving vehicles today, but Garcetti thinks that by 2035, government-regulated driverless cars will be on the road. Autonomous cars [aren't exactly around the corner](#), but perhaps they'll arrive (and be sanctioned by the National Highway Traffic Safety Administration) in the 2030s. Imagine a Lyft rideshare at midnight, but no driver with dark circles around their eyes, quaffing Red Bull. “We're on a pathway to automated vehicles without talking about it,” said UC Berkeley's Deakin. She pointed to ever-evolving, subtle changes in automobiles, like new cars that beep when you veer off the center lane, come equipped with automatic braking, and the reality that few of us rely on our own navigational skills. We drive where the GPS tells us to drive.

Should the driverless revolution come to pass, this doesn't mean that riding on the 405 will mean hitting incredibly fast speeds with computers at the wheel. Driverless cars might travel even slower.

Today, the speed limit on the 405 is [65 mph](#), but people ignore it and drive much faster.

Unlike a human, a programmed, driverless car can be designed to follow the rules — unless speed limits went up. Yet, bumping up speeds opens a whole new can of worms, and potential for calamities and collisions.

Though, with machines at the controls, perhaps the 405 won't be beleaguered by silly, traffic-stopping fender benders, an inevitability of human error. “You won't have a human factor of someone slamming on their brakes because they dropped their coffee,” noted Deakin.

## AN UNAVOIDABLE TRUTH

In the end, the cure for what ails the clogged 405 might be sparked by LA's Green New Deal and backed with billions of dollars. But this great vision won't be the ultimate remedy.

The most irrational, unreliable element in the transportation equation must be tamed: people. We won't stop driving.

“We've built an enormous commuter rail system,” said Taylor, noting that Angelenos have voted not once, but

four times to hike the sales tax to pay for these projects over the past four decades. The sad result? “Public transit use is plummeting,” noted Taylor. Meanwhile, he said, “auto ownership is going up dramatically.”

Nationally, the problem isn't just that more Americans are buying more cars. It's that we're driving in them by ourselves. In the last half-century, the average occupancy in U.S. vehicles dropped from nearly 2 down to 1.4, explained UC Davis' Sperling.

“More and more people are driving alone,” he said.

Consequently, even a shiny, new monorail and a massively expanded fleet of reliable, interconnected electric trains and buses might not be enough to entice Angelenos to ditch their cars. Sure, in an overcrowded city, using public transit when you can is the societally right, “green,” and sensible thing to do. But when it comes to altering deeply ingrained driving habits, betting on the good or reasonable side of human nature is a bad gamble, said Taylor.

“There must be consequences to driving,” he emphasized.

Fixing the 405 means people must pay to use it. And it could even be timed, like getting a ticket at the deli: not everyone can get their ham at once. Or metered like electricity. But this will almost certainly be met with opposition. “Once people have structured their lives around making trips in private vehicles, it's understandable that people greet efforts to limit that with hostility and suspicion,” said Taylor.

Already, the county agency that runs the metro [has decided to consider the idea](#). “There's serious talk about congestion pricing in LA,” said Sperling.

“There must be consequences to driving.”

There's a number of ways to make it work. If you drive to the airport alone, you'll pay a fee, but not with multiple passengers in tow, Sperling offered. Perhaps simply driving on all LA freeways will have a similar scheme.

When the last Olympic Games were played in Los Angeles, 35 years ago, Brodsky, the author, remembers that the freeways were shockingly empty. There was a strong catalyst. “Everyone was worried about traffic,” he said. “There were motivations that resulted in behavioral change.”

But with the end of the Olympics came the return of traffic, population growth, and urban renewal in a basin walled in by mountains. “That's always been the curse of Los Angeles,” said Brodsky. “It's very, very successful. And it's always found the limits of space.”

Without charging to use the 405, the next 35 years could look the same. “We'll have debilitating congestion,” said Taylor.

## FREEDOM

There was no celebration when President Dwight D. Eisenhower, with the stroke of a pen, brought the Interstate Highway System into existence in 1956. Suffering from intolerable stomach pains, Eisenhower signed the Federal-Aid Highway Act in the hospital without pomp. But his Secretary of Commerce, Sinclair Weeks soon called it “the greatest public-works program in the history of the world.”

Indeed, there are few things as public and freeing as the now 46,876 mile-long Interstate Highway System, of which the 405 is but an exceptionally clogged vein. The asphalt socialist program can take anyone nearly anywhere in the U.S. And similar to barreling down the I-40 through the high desert of New Mexico, there's still apparently a flair of independence that comes with ranging alone through the snaking interstates of Los Angeles.

"The thing that always struck me is, notwithstanding the misery of the [405], the freeway continues to be as miserably clogged as it is," said Brodsky. "Obviously there's something going on there."

"There's something about being alone in cars," he added. "There's an attraction."

The Green New Deal isn't promoting that people stop driving. It just wants them to make fewer driving trips, alone, in Los Angeles — if there's good public transit available. The greatest American ideal — freedom — is intrinsically chained to driving. That can't be broken.

"I would say travel conveys a lot of social and economic benefit," said Taylor. "We know, for example, that people who make more trips have a higher life satisfaction."

Angelenos will travel up and down the 405 forever. It remains to be seen how, exactly, that travel will take place. Regardless, the route has become ingrained in Los Angeles' soul. It's part of us, our past, and future, whether we'd like to believe it, or not.

"I'm on it once or twice a week," the mayor said. "My parents live off the 405. The 101 and 405 are basically the first cousins I met."

[Read article on website](#)

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## LAIST

### LA Leaders Opposed A Law That Would Make It Harder To Tow Cars — Even If People Are Living In Them

By: Matt Tinoco

June 12, 2019

The juxtaposition was striking.

One week to the day that L.A.'s leaders got officials word homelessness had risen 16% over the last year, they voted on an issue that directly affects many homeless people: impounding cars.

At least 16,500 people live in vehicles in L.A. County according to the latest homeless count, though officials concede privately the actual number may be much higher. For those living in vehicles, figuring out where to park safely and making sure their vehicle doesn't get impounded is a matter of survival.

A proposed state law [AB516](#) would effectively bar cities from impounding vehicles for excess parking tickets, expired tags, or parking in one location for more than 72 hours — all three routine issues for the vehicular homeless.

Los Angeles City council members voted 12-1 this week to oppose it.

"It's incredibly bizarre to me that right after the homeless count comes out, the council would take up a motion like this which seems dead set at kicking the poorest when they're down," said Ace Katano, a Los Angeles County public defender. "The people that are harmed by these [towing] practices are the most vulnerable who are already in situations where they run the risk of falling into homelessness."

### THE CASE AGAINST 'POVERTY-TOWS'

Those backing the bill say so-called "[poverty tows](#)" and the myriad of parking and other vehicle-related laws that enable them disproportionately affect poor people. And that can start a cycle that's hard to break.

If almost all your money goes to covering housing and other basic expenses, there's nothing left to pay a



parking ticket. But not paying that parking ticket gets even more expensive, triggering additional fines and, at the most extreme, loss of the vehicle to impound. Losing a vehicle can mean losing a job or, for those using it as shelter, street homelessness.

"It's important that we understand that tens-of-thousands of Angelenos are on the verge of homelessness every day," said Shayla Myers, an attorney with Legal Aid Foundation of Los Angeles. "They are one paycheck away from falling into homelessness, and the towing of a vehicle is going to be the ripple that causes people to fall into homelessness."

### THE CASE AGAINST LENIENCY

Those asking L.A. to oppose the bill say they've watched as streets around their homes and businesses have transformed into de-facto RV encampments.

"It's unsafe for them and it's unsafe for us," said Michael Bey, who owns commercial property in Van Nuys. "I've struggled immensely with the homelessness issue. There are a lot of issues with security and sanitation. And my tenants, they threaten to move out which obviously will affect our city's tax base."

Bey opposes the bill, but wants a more permanent solution to homelessness than simply letting people camp out on public streets. "People have to go somewhere," he said.

Janice Berridge of Lake Balboa said she goes "back and forth" on the issue. She knows there isn't anywhere else for people to go, but is extremely frustrated with the trash flowing out from tent and vehicle encampments.

"It's like a dumping ground. Trash is everywhere. I literally find condoms and needles all over my neighborhood. That's what for me has to change," she said.

Both Berridge and Bey said they would likely support finding alternative places for vehicle dwellers to park their vehicles in their own neighborhoods. Though there are a few parking lots converted nightly into "[safe parking](#)" zones with security and sanitation in Los Angeles, the number of spaces can serve only a tiny fraction of the total number of people living in their cars.

"To me, it's like they're just band aids, all of this has just been band aids," said Berridge. "Let's really help them, let's provide services that get them off the streets."

[Read article on website](#)

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### LAIST

#### Even Local Officials Are Fighting On Facebook About Homelessness

By: Ryan Fonesca

June 12, 2019

Last week, Los Angeles City Councilmembers Mke Bonin and Joe Buscaino [accused neighboring cities](#) of enforcing "unconstitutional laws... to push people experiencing homelessness out of a town and across the border into Los Angeles."

The councilmen [filed a motion](#) calling on the L.A. Homeless Services Authority, city attorney's office and other relevant offices to investigate fellow cities' compliance with a [9th Circuit Court of Appeals ruling](#) out of Boise, Idaho last September. They also asked the city attorney's office to explore legal actions in an effort to

compel fellow cities to quickly build more homeless shelters amid a [worsening crisis](#).

In that court ruling, federal judges said homeless people cannot be forced off the streets if cities are not providing shelter as an alternative. But while L.A. has taken steps to comply with the ruling, Buscaino and Bonin said many neighboring cities have not — and that's creating an even bigger burden on L.A.

"As long as people gravitate towards Los Angeles streets at night to sleep — regardless of where they spend their day or where they originate — the people and the taxpayers of Los Angeles are going to have higher and increasing obligations to address homelessness," Bonin said.

Bonin pointed to Culver City as one example of an L.A. border city that keeps its side of Venice Boulevard clear while, just across the street, [tents blanket L.A.'s side](#). Buscaino called back to [a video](#) showing county sheriff's deputies dropping a homeless man off in San Pedro after picking him up in upscale Rancho Palos Verdes.

John Nachbar, city manager for Culver City, told LAist police there are "definitely not" pushing homeless people into L.A. Sheriff's officials [denied Buscaino's accusation](#) they dumped that homeless man in L.A. when that video first circulated in January.

The contention with other cities has also played out online. Late last month, Buscaino went Facebook fistcuffs with Torrance City Councilman [Aurelio Mattucci](#), trading jabs over what their respective cities are and aren't doing to address homelessness.

It started with a [photo post from Mattucci](#) featuring a tent in front of a Torrance business. The councilman wrote that he would take action "to keep Torrance looking like Torrance should, not LA." Buscaino didn't take too kindly to that.

"Clearly I was pissed off," the L.A. councilman told LAist this week. "My question to the councilmember — who I respect — was: 'what are you doing as a city to address the individual in that tent?'"

"His solution is pushing the problem over to my side of the street," Buscaino added, "and then pointing the finger, poking in our eyes that [conditions are] horrible."

Mattucci [fired back](#) on Facebook, saying Los Angeles "has completely failed at the Homeless (crisis)" and is "infested with vagrants."

"I use LA often as a comparison because it's only getting worse as we are just enabling drug addicts to roam the streets freely when in fact they belong in jail and ultimately in rehab," he commented back to Buscaino. "My solution is to replace the legislators that protect vagrants more than the hard working majority."

Asked this week about the squabble, Mattucci told LAist that Buscaino is right about Torrance not having a homeless shelter. The city does, however, provide section 8 vouchers and has affordable housing, including several dozen units for low-income retirees, he said.

Mattucci, who was elected to his council seat last June, said he "can guarantee" that, in the past, Torrance pushed homeless people across the city border and into Los Angeles, but said that's not happening now. The councilman said his city's homeless population has roughly doubled in the past two years, which he argued is evidence that the movement of homeless people is actually the opposite of what Buscaino and Bonin allege.

"It's not our responsibility to take care of Los Angeles' problems, because Los Angeles failed over and over and over again for many, many years," Mattucci said. "And now the problem's gotten so big, that they are actually pushing people out of their city, into our community."

"Wow," Buscaino said after being informed of Mattucci's comments. Buscaino cited the [2019 Greater Los Angeles Homeless Count report](#), released last week, which showed that roughly 82% of the countywide increase in homelessness came from the city of L.A. alone, evidence he said backed up his and Bonin's accusation that other cities are pushing people in.

"Clearly, the councilmember needs to be educated and I'm willing to sit down with him," Buscaino said. "I'm willing to actually offer my staff to him to explain the processes that are associated with solving the homeless problem."

The [District 15](#) councilman, who represents L.A. neighborhoods including Watts, Wilmington and San Pedro, expressed frustration over what he sees as a lack of motivation among other South Bay cities to address the homelessness crisis. Recently, that led him to step down from a homelessness task force he chaired as a member of the [South Bay Cities Council of Governments](#).

"When I committed to my district, as all the councilmembers have in the city of L.A., to [build] 222 supportive units for homeless individuals, I asked in that task force, with municipal leaders from the South Bay cities: ...'Anyone in this room can match the 222 supportive units,'" Buscaino said. "All I heard was crickets."

"We need to treat this as a humanitarian crisis," Buscaino said. "And the city of L.A. can't do it alone."

One idea Buscaino floated to coerce neighboring cities to quickly expand homeless services is calling on Sacramento to withhold state grants and transportation funds. Mattucci was skeptical that would work out in L.A.'s favor.

"We're not going to be bullied around by the city of Los Angeles [when L.A.] has failed," he said. "If they had a program that actually worked, then I'd say, 'Hey, let's follow that program.' This is like the blind leading the blind."

"I want to deal with the [homeless residents in Torrance]," Mattucci said. "I want them all to be into programs, I want them all... put into housing. I want them all being reunited with their lost family members. I want to put the effort to fix the problem, not a band-aid approach, because that's what we're doing right now."

The Bonin-Buscaino proposal now moves to the L.A. City Council's Homelessness and Poverty Committee for consideration.

[Read article on website](#)

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## STREETSBLOG LA

### Councilmember Koretz Calls E-Scooters “Anti-Vision Zero,” Pushes to “Get Rid of These”

By: Joe Linton

June 12, 2019

This afternoon, the Los Angeles City Council Transportation Committee discussed e-scooters. Scooters are the most prominent component of the city's [Dockless Bike / Scooter Share Pilot Program](#). Though the hearing did not alter the city's current shared mobility pilot program underway, it did shed some light on how the program is going and how councilmembers stand on e-scooter issues.

L.A. City Councilmember Paul Koretz made his views very clear, stating that his goal is “to get rid of these” e-scooters.

He termed e-scooters “anti-[Vision Zero](#)” due to his perception that they cause injuries. There are a few double standards at play here. Injuries caused by drivers/cars are orders of magnitude greater than those caused by riders/e-scooters. Additionally, many injuries to e-scooter riders are the fault of drivers. Note that Koretz has [opposed](#) L.A. City Vision Zero [measures](#), so one might expect him to be in support of something that is anti-Vision Zero... but not when it comes to e-scooters.

Koretz stated that he sees “no safe place” for e-scooters. In Koretz formulation: E-scooter riding on the sidewalk is unsafe for pedestrians. E-scooters in the street are unsafe for the rider. The only place to e-scooter might be in bike lanes, which Koretz expressed would take a long time before there are enough of to be useful. Many SBLA readers will recall [Koretz killing plans for Westwood bike lanes](#), though he has supported a [few bike facilities](#). In Koretz' logic, L.A. streets are just too dangerous and can only remain so, hence everyone should drive everywhere. (Koretz considers himself a [climate champion](#), but takes [car emissions](#) for granted.)

[Koretz authored a motion](#) to get shared mobility companies to better cooperate with law enforcement. Koretz is proposing that scooter companies essentially automatically turn over user information, with privacy concerns mooted by users clicking to approve terms of use. According to the City Attorney and LADOT, under state law (governing car rentals) law enforcement needs to get a warrant for user data. Koretz settled for approving a recommendation from committee chair Councilmember Mike Bonin that companies adhere to best practices for responding to law enforcement warrants.

Councilmember Nury Martinez continues to push for shared mobility companies to serve a broader range of communities. Shared e-scooters and e-bikes continue to be much more concentrated in higher-income Westside neighborhoods and scarce in lower income communities of color including Martinez' San Fernando Valley district.

Councilmember Bonin's most prominent concern is the flip side of Martinez'. Bonin observed that some communities, including Venice, experience “over-saturation” with many companies leaving many e-scooters “on every corner.” Bonin expressed that shared mobility companies are “not living up to expectations” and need to “step up” to resolve issues.

The committee had agendaized a [motion by Councilmember Gil Cedillo](#) to exclude his Council District 1 from the city's current scooter-share/bike-share pilot. This motion was continued/postponed. During public comment, several CD1 residents spoke with many supportive of and others opposed to Cedillo's proposed ban.

[Read article on website](#)

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## LA TIMES

### **Sure, study a vacancy tax, but the solution to L.A.'s housing crisis is still to build**

By: Times Editorial Board

June 13, 2019

Plagued by a shortage of affordable housing and a worsening homelessness crisis, Los Angeles leaders are grasping for policies that could help ease the problem. The latest idea is an [“empty homes penalty,”](#) otherwise known as a vacancy tax. Given the depth of the city’s crisis, it’s worth exploring. In fact, the exploration alone could pay an immediate dividend by forcing the city to figure out how many vacant units it actually has, and why.

There have been plenty of plans floated to increase the housing supply, most notably by easing the construction of taller, denser apartment buildings. But skeptics have often pushed back, arguing that Los Angeles has a glut of vacant high-end houses and apartments. Those homes sit empty, they contend, because there aren’t enough wealthy tenants and property owners don’t want to lower the rents, or because the homes were purchased by foreign buyers seeking safe places to park their money. Therefore, under this argument, approving more high-end developments won’t help with the housing shortage.

But let’s be clear: Los Angeles’ affordable housing and homelessness crisis is the result of a decades-long failure to build enough homes to meet the growing demand. We have a housing shortage that is driving up prices, and the long-term solution is to greatly increase housing construction — at all levels of affordability.

To the extent that property owners are intentionally holding units vacant, that is exacerbating an already bad shortage. A vacancy tax or “empty homes penalty” could be a useful tool for the city to push those units onto the market, or to raise money to help fund the construction of more affordable housing. But before moving forward with such a policy, Los Angeles officials need more information about how many units are vacant, why they’re vacant, what kinds of units they are — and how effective the proposed tax would be at changing the situation.

A vacancy tax is having an impact in [Vancouver](#). Since the Canadian city enacted its empty homes tax, a little over half of the previously vacant homes have moved onto the rental market, though it’s unclear whether rents have fallen as a result. The city collected roughly \$38 million in tax revenue from property owners who kept their homes vacant.

Oakland is going in a similar direction; its voters [passed a ballot measure](#) last year to tax vacant parcels and unoccupied condominiums. The city estimates the tax will raise \$10 million a year for homeless services, while encouraging property owners to develop vacant lots.

Los Angeles, too, would have to get voter approval for a vacancy tax. Council members are eyeing the March 2020 or November 2020 ballots. But first the City Council has to get solid data on what’s really happening in the rental market.

[Read article on website](#)

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## LA TIMES

### Global warming may reduce fish and other sea life by 17% by the year 2100

By: SETH BORENSTEIN

June 11, 2019

The world's oceans will probably lose about one-sixth of their fish and other marine life by the end of the century if climate change continues on its current path, a new study says.

Every degree Celsius (1.8 degrees Fahrenheit) that the world's oceans warm, the total mass of sea animals is projected to drop by 5%, according to a comprehensive computer-based study by an international team of marine biologists. And that does not include effects of fishing.

If the world's greenhouse gas emissions stay at the present rate, that means a [17% loss of biomass](#) — the total weight of all the marine animal life — by the year 2100, according to Tuesday's study in the Proceedings of the National Academy of Sciences. But if the world reduces carbon pollution, losses can be limited to only about 5%, the study said.

"We will see a large decrease in the biomass of the oceans," if the world doesn't slow climate change, said study coauthor [William Cheung](#), a marine ecologist at the University of British Columbia. "There are already changes that have been observed."

While warmer water is the biggest factor, climate change also produces oceans that are more acidic and have less oxygen, which also harms sea life, Cheung said.

Much of the world relies on the oceans for food or livelihood, scientists say.

"The potential ramifications of these predicted losses are huge, not just for ocean biodiversity, but because people around the world rely on ocean resources," said University of Victoria biology professor Julia Baum, who wasn't part of the study but says it makes sense. "Climate change has the potential to cause serious new conflicts over ocean resource use and global food security, particularly as human population continues to grow this century."

The biggest animals in the oceans are going to be hit hardest, said study coauthor [Derek Tittensor](#), a marine ecologist at the United Nations World Conservation Monitoring Center in England.

"The good news here is that the main building blocks of marine life, plankton and bacteria, may decline less heavily, the bad news is that those marine animals that we use directly, and care about most deeply, are predicted to suffer the most as climate change is working its way up the food chain," said coauthor [Boris Worm](#), a marine biologist at Dalhousie University in Canada.

Tropical areas, already warm, will also see the biggest losses, Cheung said.

Scientists had already thought that climate change will likely reduce future ocean life, but past computer simulations looked at only part of the picture or used only one model. This study uses six different state-of-the-art computer models that give the best big picture look yet, he said.

It is hard to separate past climate change effects from those of fishing, but past studies have shown places where observed fish loss can be attributed to human-caused climate change, Cheung added.

Tittensor pointed to lobsters off Maine and North Atlantic right whales as examples of creatures already being hurt by global warming hitting the ocean.

University of Georgia marine biologist [Samantha Joye](#), who wasn't involved in the research, praised the study as meticulous and said it is also "an urgent call for action."

"Healthy oceans are required for planetary stability," Joye said in an email. "Aggressive global action to slow climate change is a moral imperative."

[Read article on website](#)

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## LA TIMES

### **Despite Trump's 'burn, burn, burn' policies, renewable energy capacity now exceeds coal's**

By: SCOTT MARTELLE

June 11, 2019

You probably didn't notice, but April marked a threshold for the nation. For the first time, our [capacity](#) for creating electricity from renewable sources [crept past](#) that for coal.

Yes, that's a good thing. Not good enough, mind you, to save us from the [worst effects](#) of climate change from global warming, but it's further evidence that we're at least moving in the right direction.

And that comes despite President Trump's [inane insistence](#) that the nation drill more, burn more and export more fossil fuels — including his doubled-down promises to single-handedly [save the American coal industry](#).

Luckily, that's not happening, despite the president's reckless promises. Domestic coal production and use have dropped to their [lowest levels](#) in four decades, even though the economy is more than [twice the size](#) it was 40 years ago. And more coal-fired power plants [have shut down](#) so far during the Trump presidency than through all eight years of the Obama administration.

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**Subject:** CPRA request (CD12.2019.06.14.a)

**From:** [REDACTED]

**Date:** 6/14/2019, 9:03 AM

**To:** colin.sweeney@lacity.org

Good morning, Mr. Sweeney.

Today I am looking for

A. emails between CD12 staff or Mr. Smith from 2019 and any of the following folks:

1. Charles Dinse -- email address is either [34920@lapd.lacity.org](mailto:34920@lapd.lacity.org) or [34920@lapd.online](mailto:34920@lapd.online)
2. Fern White (AKA Fern Peskin-White AKA Fern Peskin) -- don't know email address, please search on both "fern white" and "peskin"
3. Eileen Blazi -- don't know email address -- please search on "blazi"
4. Sean Brown -- email address is either [36253@lapd.lacity.org](mailto:36253@lapd.lacity.org) or [36253@lapd.online](mailto:36253@lapd.online)
5. Duc Dao -- email address is either [34218@lapd.lacity.org](mailto:34218@lapd.lacity.org) or [34218@lapd.online](mailto:34218@lapd.online)

B. emails in possession of CD12 field deputies from 2019 containing any one of words:

1. transient
2. zombie
3. zombies

C. material related to Mr. Smith's decision to move to oppose AB516

1. intra-CD12 emails that contain phrase "AB516"
2. briefing sheets, talking points, related things about this motion
3. similar material

Thank you, Mr. Sweeney, for your help!

Adrian

**Subject:** Fwd: Language

**From:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Date:** 5/23/2019, 9:59 AM

**To:** Richard Williams <[richard.williams@lacity.org](mailto:richard.williams@lacity.org)>

----- Forwarded message -----

From: **Stephanie Uy** <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

Date: Thu, May 23, 2019 at 9:59 AM

Subject: Language

To: Erika Pulst <[erika.pulst@lacity.org](mailto:erika.pulst@lacity.org)>

Report back on the potential budgetary impacts that AB516 would have on parking citation revenues and any other associated revenues.

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)



**Subject:** Language

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 5/23/2019, 9:59 AM

**To:** Erika Pulst <erika.pulst@lacity.org>

Report back on the potential budgetary impacts that AB516 would have on parking citation revenues and any other associated revenues.

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Councilmember Smith Email sent to CA Senate Committee

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 5/31/2019, 1:35 PM

**To:** Colin Crews <colin.crews@lacity.org>

Hi Crews,

[REDACTED]  
[REDACTED] We are opposing AB516 and to show our opposition we are sending letters to the public safety and transportation senate committee. However, the transportation only accepts emails not hard copies so we need to send the below email to them at: [randy.chinn@sen.ca.gov](mailto:randy.chinn@sen.ca.gov) and [manny.leon@sen.ca.gov](mailto:manny.leon@sen.ca.gov). I think it would be good to also send it to Senator Scott Weiner, but I'm still locating an email for him.

Attached is the PDF to attach to the emails.

---

Hello Randy and Manny,

Attached is a letter voicing my concern and opposition to AB516 (Chiu). This item is currently pending in Transportation Committee. Thank you for your consideration.

Sincerely,

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

— Attachments: —

---

CD12 letter AB516.pdf

199 KB

**Subject:** Opposition to AB516

**From:** Councilmember Smith <councilmember.smith@lacity.org>

**Date:** 5/31/2019, 2:04 PM

**To:** randy.chinn@sen.ca.gov, manny.leon@sen.ca.gov

**BCC:** stephanie.uy@lacity.org

Hello Randy and Manny,

Attached is a letter voicing my concern and opposition to AB516 (Chiu). This item is currently pending in Transportation Committee. Thank you for your consideration.

Sincerely,

Greig Smith

Los Angeles City Councilmember

District 12

— Attachments: —

---

CD12 letter AB516.pdf

199 KB



**Subject:** Re: Councilmember Smith Email sent to CA Senate Committee

**From:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Date:** 5/31/2019, 1:51 PM

**To:** Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>

And for the second email should be sent to

[senator.wiener@senate.ca.gov](mailto:senator.wiener@senate.ca.gov), [Angela.Hill@sen.ca.gov](mailto:Angela.Hill@sen.ca.gov) and [Ann.Fryman@sen.ca.gov](mailto:Ann.Fryman@sen.ca.gov)

--

Dear Senator Scott Wiener,

Attached is a letter voicing my concern and opposition to AB516 (Chiu). This item is currently pending in Transportation Committee and Public Safety Committee. Thank you for your consideration.

Sincerely,

On Fri, May 31, 2019 at 1:35 PM Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi Crews,

[REDACTED]  
[REDACTED] We are opposing AB516 and to show our opposition we are sending letters to the public safety and transportation senate committee. However, the transportation only accepts emails not hard copies so we need to send the below email to them at: [randy.chinn@sen.ca.gov](mailto:randy.chinn@sen.ca.gov) and [manny.leon@sen.ca.gov](mailto:manny.leon@sen.ca.gov). I think it would be good to also send it to Senator Scott Weiner, but I'm still locating an email for him.

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Hello Randy and Manny,

Attached is a letter voicing my concern and opposition to AB516 (Chiu). This item is currently pending in Transportation Committee. Thank you for your consideration.

Sincerely,

--

**Stephanie Uy**  
Legislative Deputy

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

--

**Stephanie Uy**

Legislative Deputy

Office of Councilmember Greig Smith

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: Letter re: AB 516

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 5/31/2019, 9:50 AM

**To:** Joshua Drake <Joshua.Drake@lacity.org>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Wed, May 29, 2019 at 3:23 PM Joshua Drake <[Joshua.Drake@lacity.org](mailto:Joshua.Drake@lacity.org)> wrote:

Hey Stephanie,

I sent a couple copies of a letter for the Councilmember in opposition to AB 516 up to your office that Erich asked me to prepare. I'm not sure how you plan on sending them out, but if you need help with that let me know.

Josh

--

Joshua W. Drake  
*Legislative Analyst*  
Office of the Chief Legislative Analyst  
Phone: (213) 473-9765  
[joshua.drake@lacity.org](mailto:joshua.drake@lacity.org)

--

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*Legislative Analyst*  
Office of the Chief Legislative Analyst  
Phone: (213) 473-9765  
[joshua.drake@lacity.org](mailto:joshua.drake@lacity.org)

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**Stephanie Uy**  
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**Office of Councilmember Greig Smith**  
CityHall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

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*Legislative Analyst*  
Office of the Chief Legislative Analyst  
Phone: (213) 473-9765  
[joshua.drake@lacity.org](mailto:joshua.drake@lacity.org)

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**Stephanie Uy**  
Legislative Deputy  
Office of Councilmember Greig Smith  
CityHall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

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Joshua W. Drake  
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Office of the Chief Legislative Analyst  
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--

**Stephanie Uy**  
Legislative Deputy  
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--

**Stephanie Uy**  
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e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: ITGS Request for 6/12 - CF 12-1549  
**From:** Angelo Yenko <[angelo.yenko@lacity.org](mailto:angelo.yenko@lacity.org)>  
**Date:** 6/5/2019, 9:17 AM  
**To:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>  
**CC:** Jacqueline Wagner <[jacqueline.wagner@lacity.org](mailto:jacqueline.wagner@lacity.org)>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Mon, Jun 3, 2019 at 3:29 PM Angelo Yenko <[angelo.yenko@lacity.org](mailto:angelo.yenko@lacity.org)> wrote:

Hi Stephanie-

Hope all is well. I'm writing to respectfully request that your office schedule the [MFC report](#) associated with [Council File 12-549](#) for the ITGS meeting on Wed, 6/12.

The report requests Council approval to re-establish the CAO's Pre-qualified list of Real Estate and Economic Development consultants for a term of three years, with two one-year options to extend.

We would be happy to chat over the phone or in person if you have any questions or concerns.

Thank you in advance!

--

**Angelo Yenko**

Asset Management Group - Office of the CAO  
200 N. Main Street, Los Angeles, CA 90012  
[angelo.yenko@lacity.org](mailto:angelo.yenko@lacity.org)  
(213) 473-7524

--

**Stephanie Uy**

Legislative Deputy  
Office of Councilmember Greig Smith  
CityHall: 213-473-7012

**Community Service Center: 818-882-1212**

**e:** [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | **w:** [CD12.org](http://CD12.org)

--

**Angelo Yenke**

Asset Management Group - Office of the CAO

200 N. Main Street, Los Angeles, CA 90012

[angelo.yenke@lacity.org](mailto:angelo.yenke@lacity.org)

(213) 473-7524



**Subject:** Re: Opposition to SB 516

**From:** Colin Crews <colin.crews@lacity.org>

**Date:** 6/6/2019, 6:24 PM

**To:** [REDACTED]

**CC:** Stephanie Uy <stephanie.uy@lacity.org>, Sandee Andrews <sandee@powdercoater.com>

Great! Thank you for adding your voice in opposition.

**Colin Crews**  
**Senior Field Deputy**  
**Neighborhoods FIRST, Director**  
**Office Of Councilmember Greig Smith**

City Hall: 213-473-7012

Community Service Center: 818-882-1212

✉: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Thu, Jun 6, 2019 at 4:59 PM [REDACTED] wrote:

Dear Colin and Stephanie:

We will be happy to attend and speak to the council. This bill is an abomination and will just make things way worse for everyone else. My position here is that if you can't afford to own a car (driving is a privilege not a right), then maybe you should not own one. Just because you own a car does not give you the right to store it on the street and to get unlimited tickets without recourse.

This is absurd.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

[www.powdercoater.com](http://www.powdercoater.com)



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**From:** Stephanie Uy [mailto:[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)]

**Sent:** Thursday, June 06, 2019 4:30 PM

**To:** Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>

**Cc:** [REDACTED]

**Subject:** Re: Opposition to SB 516

It would be just speaking for 1 minute each and I can work with you to write talking points. So you don't have to worry about it too much. I just included the letter because it provide background information about the bill.

I think the main point is that AB516 would eliminate the City's ability to enforce basic vehicle violations. Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.

On Thu, Jun 6, 2019 at 4:08 PM Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)> wrote:

We would like you to speak in opposition to AB 516.

**Colin Crews**

**Senior Field Deputy**

**Neighborhoods FIRST, director**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Thu, Jun 6, 2019 at 4:02 PM [REDACTED] wrote:

Do we need a letter or just be present? Are we speaking?

[REDACTED]



Andrews Powder Coating, Inc.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[powdercoater.com](http://powdercoater.com)

[REDACTED]



We are a full service metal fabrication and coating facility founded in 1980. We understand client metal fabrication and coating needs and are happy to offer our expertise in these fields to save your company time and money. We have sharp attention to detail, we are responsive and will communicate with your purchasing and engineering teams. We can read prints and schematics and understand cert requirements. We will provide quality long lasting and environmentally resistant coatings.

Industries we service: \* Architectural AAMA2605 AAMA2604 AAMA2603 \* FAA Aviation \* Aerospace \* Facilities Maintenance \* Automotive \* Motorcycle/Motorsports \* Metal Fabricators \* General Contractors \* Fine Metal Art \* Signage \* FDA Medical Devices

**From:** Colin Crews [mailto:[colin.crews@lacity.org](mailto:colin.crews@lacity.org)]

**Sent:** Thursday, June 06, 2019 3:55 PM

**To:** [REDACTED]

**Cc:** [REDACTED] Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Subject:** Re: Opposition to SB 516

Sorry about that. I meant AB 516. Here is a link, [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200AB516](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB516)

Let's not share on the Chatsworth page at this point. I hope you will be able to attend.

Thanks again.

**Colin Crews**

**Senior Field Deputy**

**Neighborhoods FIRST, director**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Thu, Jun 6, 2019 at 3:50 PM [REDACTED] wrote:

Yes because the language is confusing... Like having nothing to do with motorhomes, and everything to do with gang activity

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200SB516](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB516)

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[powdercoater.com](http://powdercoater.com)

[REDACTED]



We are a full service metal fabrication and coating facility founded in 1980. We understand client metal fabrication and coating needs and are happy to offer our expertise in these fields to save your company time and money. We have sharp attention to detail, we are responsive and will communicate with your purchasing and engineering teams. We can read prints and schematics and understand cert requirements. We will provide quality long lasting and environmentally resistant coatings.

Industries we service: " Architectural AAMA2605 AAMA2604 AAMA2603 \* FAA Aviation \* Aerospace \* Facilities Maintenance \* Automotive " Motorcycle/Motorsports \* Metal Fabricators \* General Contractors \* Fine Metal Art \* Signage \* FDA Medical Devices

---

**From:** [REDACTED]

**Sent:** Thursday, June 06, 2019 3:38 PM

**To:** Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>; [REDACTED]

**Cc:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Subject:** RE: Opposition to SB 516

Dear Colin:

We need to know more about SB516. Can you please forward that to us?

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Colin Crews [<mailto:colin.crews@lacity.org>]

**Sent:** Thursday, June 06, 2019 1:46 PM

**To:** [REDACTED]

**Cc:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Subject:** Opposition to SB 516

Mr. and Mrs. [REDACTED],

Councilmember Smith asked me to reach out regarding his Resolution opposing SB 516. SB 516 would severely restrict the City's right to tow and impound vehicles for expired registration, parking violations, and unpaid fines. If SB 516 becomes law, it will be devastating to our ability to enforce municipal codes.

The Councilmember is asking key community members to come to the City Council meeting next Tuesday, June 11th to speak in support of his Resolution opposing this proposed

legislation. We think your voices would greatly help our efforts to stop SB 516.

Would one or both of you be able to attend the meeting at 10:15 am next Tuesday?

Please let me know. I have copied our Legislative Deputy Stephanie Uy on this email. She can help with any questions you may have.

As always, please feel free to contact me at any time.

Colin

**Colin Crews**

**Senior Field Deputy**

**Neighborhoods FIRST, director**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org) | w: [CD12.org](http://CD12.org)



--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Opposition Letter AB 516

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 6/7/2019, 11:02 AM

**To:** Alexis Marin <alexis.wesson@lacity.org>

Hi Alexis,

Attached is the opposition letter for AB516 that CM Smith wrote. We have sent it to the State Senators and committee members.

The letter that CM Smith originally passed around was actually a draft op-ed he wrote, not a letter.

Thanks,

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

— Attachments: —

CD12 letter.pdf

199 KB

**Subject:** Re: AB516 Presentation

**From:** Eric Moody <eric.moody@lacity.org>

**Date:** 6/7/2019, 6:41 PM

**To:** Stephanie Uy <stephanie.uy@lacity.org>

**CC:** Matthew Hernandez <matthew.hernandez@lacity.org>, Hannah Lee <hannah.lee@lacity.org>

On it.

Sent from my iPhone 6+

On Jun 7, 2019, at 6:16 PM, Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi Matt and Moody,

Please see email below. Can you please contact DOT to see if Chief Farfan can attend as well? Or at least let him know this is happening.

Thank you,

----- Forwarded message -----

**From:** **Stephanie Rivera** <[stephanie.rivera@lacity.org](mailto:stephanie.rivera@lacity.org)>

**Date:** Fri, Jun 7, 2019 at 6:13 PM

**Subject:** AB516 Presentation

**To:** Hannah Lee <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)>, Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**CC:** Alexis Marin <[alexis.wesson@lacity.org](mailto:alexis.wesson@lacity.org)>

Hi Hanna and Stephanie,

Per Harry, the following LAPD representatives will be at the table next Tuesday:

Deputy Chief Blake Chow, Transit Services Bureau

Commander Beverly Lewis, Traffic Group

He also suggested that we reach out to Chief Devon Farfan from DOT as she has been in touch with their our staff on this matter. Since you have already connected with DOT do you mind asking if Chief Farfan will attend?

Thank you and have a nice weekend,

--

**Stephanie Rivera**

**Legislative Deputy**

Office of Councilwoman Nury Martinez

Sixth Council District

City Hall, Room 470

[200 N Spring Street, Los Angeles, CA 90012](#)

P: [213-473-7006](tel:213-473-7006) F: [213-473-7779](tel:213-473-7779)

[F](#) [T](#) [T](#)

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: Opposition letter AB516  
**From:** Jessica Strobel <jessica.strobel@lacity.org>  
**Date:** 6/7/2019, 10:59 AM  
**To:** Stephanie Uy <stephanie.uy@lacity.org>

Alexis asked if we can put this on the council file

**Jessie Strobel**  
**Deputy Chief of Staff**  
**Office of Councilmember Greig Smith**  
**Council District 12**  
**City Hall:** [213-473-7012](tel:213-473-7012)  
**Community Service Center:** [818-882-1212](tel:818-882-1212)  
**e:** [Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org) | **w:** [CD12.org](http://CD12.org)

On Jun 7, 2019, at 10:45 AM, Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi Strobes,

Please see letter attached.

Thanks,

--

**Stephanie Uy**  
**Legislative Deputy**  
**Office of Councilmember Greig Smith**  
**City Hall:** 213-473-7012  
**Community Service Center:** 818-882-1212  
**e:** [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | **w:** [CD12.org](http://CD12.org)

<CD12 letter.pdf>

**Subject:** Fw: Letter from West Hollywood re: AB 516

**From:** [REDACTED]

**Date:** 6/8/2019, 2:43 PM

**To:** Stephanie Uy <stephanie.uy@lacity.org>

[Sent from Yahoo Mail on Android](#)

----- Forwarded Message -----

**From:** [REDACTED]

**To:**

**Sent:** Thu, Jun 6, 2019 at 2:22 PM

**Subject:** Letter from West Hollywood re: AB 516

The City of West Hollywood sent the attached letter in opposition to AB516.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

— Attachments: —

WEHO AB 516 Opposition.pdf

91.2 KB

**Subject:** Opposition of AB516

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 6/9/2019, 10:38 PM

**To:** [REDACTED]

**CC:** Hannah Lee <hannah.lee@lacity.org>, Alexis Marin <alexis.wesson@lacity.org>, Stephanie Rivera <stephanie.rivera@lacity.org>

Hi [REDACTED],

I hope you are doing well. As I mentioned, the City Council is voting on a resolution to oppose AB516 (Chiu). The bill would severely limit local government's ability to tow vehicles and enforce other vehicle regulations.

On behalf of Councilmember Smith, would the Chamber be able to support our opposition of the bill by sending a representative to speak during Tuesday's Council meeting?

Attached is the letter of opposition that Councilmember Smith sent to committee chairs for Public Safety and Transportation, the two committees in which the bill is pending.

Please let me know if you have any questions.

Thank you,

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

— Attachments: —

CD12 letter.pdf

199 KB



**Subject:** Re: Fw: Letter from West Hollywood re: AB 516

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 6/9/2019, 9:40 PM

**To:** [REDACTED]

Thanks for these letter, [REDACTED].

On Sat, Jun 8, 2019 at 2:45 PM [REDACTED] wrote:

[Sent from Yahoo Mail on Android](#)

----- Forwarded Message -----

**From:** [REDACTED]

**To:**

**Sent:** Thu, Jun 6, 2019 at 2:22 PM

**Subject:** Letter from West Hollywood re: AB 516

The City of West Hollywood sent the attached letter in opposition to AB516.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

**CityHall: 213-473-7012**

**CommunityService Center: 818-882-1212**

**e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)**

**Subject:** FW: Criminal Transients

**From:** [REDACTED]

**Date:** 6/10/2019, 2:25 PM

**To:** Stephanie Uy <stephanie.uy@lacity.org>

**CC:** "eric.moody@lacity.org" <eric.moody@lacity.org>, [REDACTED]

[REDACTED] "councilmember.smith@lacity.org"

<councilmember.smith@lacity.org>, "colin.crews@lacity.org" <colin.crews@lacity.org>

Dear Stephanie:

These pictures are from our property owner whom has an office around the corner from this encampment. He wanted me to be his voice at the meeting as well. The gold jeep Cherokee is a known drug dealer transient.

Regards,

[REDACTED]

[REDACTED]



Andrews Powder Coating, Inc.

[REDACTED]

[www.powdercoater.com](http://www.powdercoater.com)



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—Attachments:—

Homeless RVs on 9140 Jordan Ave.pdf

517 KB

**Subject:** Posting letter to CF

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 6/10/2019, 2:57 PM

**To:** Andrew Choi <andrew.choi@lacity.org>

Hi Andrew,

Hope you are doing well. CM Smith would like his opposition letter to AB516, which is attached, to be posted on the appropriate council file. Is that something you could help me with? Perhaps it can be listed as "Communication from Council District 12".

Thanks,

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

— Attachments: —

CD12 letter.pdf

199 KB

**Subject:** Re: AB 516 Opposition TPs  
**From:** Hannah Lee <hannah.lee@lacity.org>  
**Date:** 6/10/2019, 4:29 PM  
**To:** Greig Smith <greig@lacity.org>  
**CC:** Stephanie Uy <stephanie.uy@lacity.org>

CM,

We have coordinated with CD6. Nury will be doing the bulk of the talking and discussion with the Depts, but we thought it would be nice for you to kick it all off with a short statement. The points we put together can be further abbreviated.

Thanks,  
Hannah

## **Hannah Lee**

**Chief of Staff**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

✉: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Mon, Jun 10, 2019 at 4:25 PM Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi CM,

Attached are general TP's for you to use tomorrow as you open up the discussion/report on opposing AB516. It outlines the general argument you've been making. Much of this language is similar to the language used in the letter sent to the state.

Best,

--

## **Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

✉: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)



**Subject:** Re: AB516 Opposition Talking Points for Community Members

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 6/10/2019, 3:49 PM

**To:** Jessica Strobel <jessica.strobel@lacity.org>

**CC:** Hannah Lee <hannah.lee@lacity.org>, Colin Crews <colin.crews@lacity.org>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Hannah Lee**

Chief of Staff

Office of Councilmember Greig Smith

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Mon, Jun 10, 2019 at 3:03 PM Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)> wrote:

[REDACTED]

**Colin Crews**

Senior Field Deputy

Neighborhoods FIRST, Director

Office Of Councilmember Greig Smith

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Mon, Jun 10, 2019 at 2:53 PM Jessica Strobel <[jessica.strobel@lacity.org](mailto:jessica.strobel@lacity.org)> wrote:

[REDACTED]

[REDACTED]

On Mon, Jun 10, 2019 at 2:50 PM Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi team,

Please take a look at the TPs attached. They are simplified and are more bare bones so our community members can use them for their TPs.

Let me know what you think.

Thanks,

--

**Stephanie Uy**

Legislative Deputy

Office of Councilmember Greig Smith

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)



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**Jessie Strobel**

**Deputy Chief of Staff**

**Office of Councilmember Greig Smith**

**Council District 12**

CityHall: 213-473-7012

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**Stephanie Uy**

**Legislative Deputy**

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**Jessie Strobel**

**Deputy Chief of Staff**

**Office of Councilmember Greig Smith**

**Council District 12**

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--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: AB516 Opposition Talking Points

**From:** Alexis Wesson <[alexis.wesson@lacity.org](mailto:alexis.wesson@lacity.org)>

**Date:** 6/10/2019, 3:40 PM

**To:** Hannah Lee <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)>

**CC:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>, Stephanie Rivera <[stephanie.rivera@lacity.org](mailto:stephanie.rivera@lacity.org)>

[REDACTED]

Alexis Marin Wesson  
Deputy Chief of Staff  
Office of Councilwoman Nury Martinez

On Jun 10, 2019, at 3:11 PM, Hannah Lee <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)> wrote:

[REDACTED]

## Hannah Lee

Chief of Staff

Office of Councilmember Greig Smith

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Mon, Jun 10, 2019 at 2:47 PM Alexis Wesson <[alexis.wesson@lacity.org](mailto:alexis.wesson@lacity.org)> wrote:

[REDACTED]

Alexis Marin Wesson  
Deputy Chief of Staff  
Office of Councilwoman Nury Martinez

On Jun 10, 2019, at 2:31 PM, Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi all,

Attached are general talking points for opposition of AB516.

Thank you,

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

<AB516 Opposition Talking Points.docx>

<AB516 Commuity Opposition Talking Points.docx>

**Subject:** Re: AB516 Presentation

**From:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Date:** 6/10/2019, 12:48 PM

**To:** Stephanie Rivera <[stephanie.rivera@lacity.org](mailto:stephanie.rivera@lacity.org)>

**CC:** Alexis Marin <[alexis.wesson@lacity.org](mailto:alexis.wesson@lacity.org)>, Hannah Lee <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)>

Ken Hustings, Principal Engineer, LADOT Bureau of Parking Management is also attending. Ken and Deputy Chief Rae have coordinated their talking points with LAPD.

On Mon, Jun 10, 2019 at 10:06 AM Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi Steph,

Just heard back from DOT, Chief Farfan will not be attending. Instead Deputy Chief Richard Rae will be attending for them both.

Best,

On Fri, Jun 7, 2019 at 6:14 PM Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi Steph,

Thanks for sending that over. Yes, I'll reach out to DOT and ask for Chief Devon Farfan is available.

Thank you,

On Fri, Jun 7, 2019 at 6:13 PM Stephanie Rivera <[stephanie.rivera@lacity.org](mailto:stephanie.rivera@lacity.org)> wrote:

Hi Hanna and Stephanie,

Per Harry, the following LAPD representatives will be at the table next Tuesday:

Deputy Chief Blake Chow, Transit Services Bureau

Commander Beverly Lewis, Traffic Group

He also suggested that we reach out to Chief Devon Farfan from DOT as she has been in touch with their our staff on this matter. Since you have already connected with DOT do you mind asking if Chief Farfan will attend?

Thank you and have a nice weekend,

--

**Stephanie Rivera**

**Legislative Deputy**

Office of Councilwoman Nury Martinez

Sixth Council District

City Hall, Room 470

[200 N Spring Street, Los Angeles, CA 90012](#)

P: [213-473-7006](#) F: [213-473-7779](#)

—

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**Stephanie Uy**

**Legislative Deputy**

Office of Councilmember Greig Smith

City Hall: 213-473-7012

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--

**Stephanie Uy**

**Legislative Deputy**

Office of Councilmember Greig Smith

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

--

**Stephanie Uy**

**Legislative Deputy**

Office of Councilmember Greig Smith

**CityHall: 213-473-7012**

**CommunityService Center: 818-882-1212**

**e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)**

**Subject:** RE: Opposition of AB516

**From:** [REDACTED]

**Date:** 6/10/2019, 2:02 PM

**To:** Stephanie Uy <stephanie.uy@lacity.org>

**CC:** Hannah Lee <hannah.lee@lacity.org>, Alexis Marin <alexis.wesson@lacity.org>, Stephanie Rivera <stephanie.rivera@lacity.org>

Thanks, Stephanie! [REDACTED] on our team is reaching out to you on this matter.

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Sent:** Sunday, June 9, 2019 10:38 PM

**To:** [REDACTED]

**Cc:** Hannah Lee <hannah.lee@lacity.org>; Alexis Marin <alexis.wesson@lacity.org>; Stephanie Rivera <stephanie.rivera@lacity.org>

**Subject:** Opposition of AB516

Hi [REDACTED],

I hope you are doing well. As I mentioned, the City Council is voting on a resolution to oppose AB516 (Chiu). The bill would severely limit local government's ability to tow vehicles and enforce other vehicle regulations.

On behalf of Councilmember Smith, would the Chamber be able to support our opposition of the bill by sending a representative to speak during Tuesday's Council meeting?

Attached is the letter of opposition that Councilmember Smith sent to committee chairs for Public Safety and Transportation, the two committees in which the bill is pending.

Please let me know if you have any questions.

Thank you,

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)





**Subject:** Re: Opposition to AB516

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 6/10/2019, 4:26 PM

**To:** [REDACTED]

Hi [REDACTED],

Thanks so much again for speaking and sharing your experience as a small business owner tomorrow. I am looking forward to meeting you and [REDACTED].

I appreciate the photos and information you've shared as well as your personal experience. I understand that Collin has sent along the talking points for tomorrow.

Please let me know if you need anything else.

See you tomorrow,

On Mon, Jun 10, 2019 at 2:22 PM [REDACTED] wrote:

Dear Stephanie:

These are a sampling of photographs that I have taken this morning in my CD12 neighborhood of Chatsworth. Please feel free to print these out for the meeting tomorrow.

The Canoga Avenue pictures were taken within a short walk of my business on the same street. These pictures show the amount of motorhomes that are encamped taking up valuable parking for the employees of the businesses on the street. The amount of debris that is always left behind when they move-on is atrocious. This encampment of transient criminals has now erected a pop-up shade over the sidewalk for their comfort. They have multiple BBQ's out on the sidewalk and on the property of the adjacent business. This makes the residents and employees very uncomfortable to pass, if they can.

The Prairie Street pictures are of a motorhome that was burned out a week ago. This burned out motorhome has subsequently attracted the other transient criminals whom have scavenged from the ashen hulk. The vehicle has been unsafely propped-up with logs and blocks so that the rear wheels could be stolen (this also makes towing it very difficult). The generator has been removed and a number of engine parts have been taken too. All of this activity has left garbage about the site that smells of urine and feces, typical of these cesspools of disgust. I would like to say that this is the first motorhome to burn in CD12 for nefarious reasons, but it is not. Many of these motorhome are centers for crime including mobile meth-labs and crack cooking facilities.

Note the registration tag expiration date!

Cars and motorhomes are not meant to be lived-in as a permanent residence. I have known this life; I lived in my car for a few weeks when I was trying to establish my young adult life. This was not a proud time in my life, but I wanted to better myself, and that I did. I wanted it though. Most of these criminal transients in these situations do not want a better life. They wish to skirt the system and find their place on our streets and on properties not belonging to them. I want to see help given to those that really do desire to get out of a homeless position, they deserve our kindness and social goodwill. The unfortunate homeless should not be confused with

criminal transients.

I was considering the position of equating this epidemic to property ownership. If a property owner does not pay their tax, eventually that property is seized for its debt to the community for basic services rendered that have paid for. One could potentially argue that these "residents" are paying their tax through the gas that they buy. This is a hard position to justify. These criminal transients stay in one place for extended periods of time and are not mobile. They consume very little gasoline. If AB516 passes then vehicles that don't pay their tax, in the form of parking violations, would get a free pass to allow them to stay on the street. Why is this fair to the other citizens that have been paying these violations due to breaking the rules? These rules were created to keep our streets clean and free from obstructions that are in accordance with societal acceptances that created such laws.

AB516 would create two classes of citizens. Those that are not living or residing on the street, and those that do. This law would provide protections to one class of citizens that another class would not be entitled to. This is fundamentally wrong, and potentially in violation of the California State Constitution.

If AB516 is passed into law we will only have more of this second class of citizens taking over the streets and with special laws protecting them.

The cost is expensive now, it will get worse if we allow this bill to pass. Being passive and not confronting Assembly Bill 516 will be a very costly to residents, business and the cities that it will constrain.

Regards,



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**From:** Stephanie Uy [mailto:[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)]

**Sent:** Thursday, June 06, 2019 5:02 PM

**To:** [REDACTED]

**Cc:** Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>; [REDACTED]

**Subject:** Re: Opposition to SB 516

Thank you so much [REDACTED]. I'm so glad to hear you are both able to share your experiences to help stop this bill. I'll be in touch more tomorrow about talking points.

Very excited to meet you both on Tuesday.

On Thu, Jun 6, 2019 at 4:59 PM [REDACTED] wrote:

Dear Colin and Stephanie:

We will be happy to attend and speak to the council. This bill is an abomination and will just make things way worse for everyone else. My position here is that if you can't afford to own a car (driving is a privilege not a right), then maybe you should not own one. Just because you own a car does not give you the right to store it on the street and to get unlimited tickets without recourse.

This is absurd.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Stephanie Uy [mailto:[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)]

**Sent:** Thursday, June 06, 2019 4:30 PM

**To:** Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>

**Cc:** [REDACTED]

**Subject:** Re: Opposition to SB 516

It would be just speaking for 1 minute each and I can work with you to write talking points. So you don't have to worry about it too much. I just included the letter because it provide background information about the bill.

I think the main point is that AB516 would eliminate the City's ability to enforce basic vehicle violations. Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.

On Thu, Jun 6, 2019 at 4:08 PM Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)> wrote:

We would like you to speak in opposition to AB 516.

**Colin Crews**  
**Senior Field Deputy**

**Neighborhoods FIRST, director**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

<https://docs.google.com/uc?export=download&id=1Vc>

On Thu, Jun 6, 2019 at 4:02 PM [REDACTED] wrote:

Do we need a letter or just be present? Are we speaking?

[REDACTED]



Andrews Powder Coating, Inc.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]  
[powdercoater.com](http://powdercoater.com)



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Industries we service: \* Architectural AAMA2605 AAMA2604 AAMA2603 \* FAA Aviation \* Aerospace \* Facilities Maintenance \* Automotive \* Motorcycle/Motorsports \* Metal Fabricators \* General Contractors \* Fine Metal Art \* Signage \* FDA Medical Devices

**From:** Colin Crews [mailto:[colin.crews@lacity.org](mailto:colin.crews@lacity.org)]

**Sent:** Thursday, June 06, 2019 3:55 PM

**To:** [REDACTED]

**Cc:** [REDACTED] Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Subject:** Re: Opposition to SB 516

Sorry about that. I meant AB 516. Here is a link, [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200AB516](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB516)

Let's not share on the Chatsworth page at this point. I hope you will be able to attend.

Thanks again.

**Colin Crews**

**Senior Field Deputy**

**Neighborhoods FIRST, director**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

<https://docs.google.com/uc?export=download&id=1Vc>

On Thu, Jun 6, 2019 at 3:50 PM [REDACTED] wrote:

Yes because the language is confusing... Like having nothing to do with motorhomes, and everything to do with gang activity

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200SB516](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB516)

[REDACTED]



[REDACTED]

[REDACTED]



[REDACTED]  
[REDACTED]  
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[REDACTED]



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**From** [REDACTED]  
**Sent:** Thursday, June 06, 2019 3:38 PM  
**To:** Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>; [REDACTED]  
**Cc:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>  
**Subject:** RE: Opposition to SB 516

Dear Colin:

We need to know more about SB516. Can you please forward that to us?

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]  
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**From:** Colin Crews [<mailto:colin.crews@lacity.org>]

**Sent:** Thursday, June 06, 2019 1:46 PM

**To:** [REDACTED]

**Cc:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Subject:** Opposition to SB 516

Mr. and Mrs. [REDACTED],

Councilmember Smith asked me to reach out regarding his Resolution opposing SB 516. SB 516 would severely restrict the City's right to tow and impound vehicles for expired registration, parking violations, and unpaid fines. If SB 516 becomes law, it will be devastating to our ability to enforce municipal codes.

The Councilmember is asking key community members to come to the City Council meeting next Tuesday, June 11th to speak in support of his Resolution opposing this proposed legislation. We think your voices would greatly help our efforts to stop SB 516.

Would one or both of you be able to attend the meeting at 10:15 am next Tuesday?

Please let me know. I have copied our Legislative Deputy Stephanie Uy on this email. She can help with any questions you may have.

As always, please feel free to contact me at any time.

Colin

**Colin Crews**

**Senior Field Deputy**

**Neighborhoods FIRST, director**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

<https://docs.google.com/uc?export=download&id=1Vc>

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**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

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CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

[https://docs.google.com/uc?export=download&id=1opLuAxujpsy\\_XRxsNV4ANpVXI](https://docs.google.com/uc?export=download&id=1opLuAxujpsy_XRxsNV4ANpVXI)

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**Stephanie Uy**

**Legislative Deputy**

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**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: Posting letter to CF

**From:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Date:** 6/10/2019, 3:20 PM

**To:** Andrew Choi <[andrew.choi@lacity.org](mailto:andrew.choi@lacity.org)>

Thank you so much!

On Mon, Jun 10, 2019 at 3:08 PM Andrew Choi <[andrew.choi@lacity.org](mailto:andrew.choi@lacity.org)> wrote:

I will have it posted first thing tomorrow morning.

On Mon, Jun 10, 2019 at 3:06 PM Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi Andrew,

Hope you are doing well. CM Smith would like his opposition letter to AB516, which is attached, to be posted on the appropriate council file. Is that something you could help me with? Perhaps it can be listed as "Communication from Council District 12".

Thanks,

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org) | w: [CD12.org](http://CD12.org)

--

Best,

Andrew Choi | Deputy City Clerk

Council and Public Services

Office of the City Clerk

Phone: (213)978-1080

htl

--  
**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

Adrian

[REDACTED]

[REDACTED] "Adrian Variety PRA - (Your Name)" [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] "Adrian Variety PDFs - (Your Name)"

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] " Adrian Variety PDFs - (Your Name) PDFs" [REDACTED]

[REDACTED]

--

**Colin Sweeney**

**Communications Director**

**Office of Councilmember Greig Smith**

**Council District 12**

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**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

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**CommunityService Center: 818-882-1212**

**e: [Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org) | w: [CD12.org](http://CD12.org)**

**Subject:** Seoul Desires More Americans

**From:** [REDACTED]

**Date:** 4/2/2019, 3:56 PM

**To:** "Debby.Kim@lacity.org" <Debby.Kim@lacity.org>, "Fredy.ceja@lacity.org" <Fredy.ceja@lacity.org>, "karo.torossian@lacity.org" <karo.torossian@lacity.org>, "mehrinh.rahman@lacity.org" <mehrinh.rahman@lacity.org>, "lisa.hansen@lacity.org" <lisa.hansen@lacity.org>, "jake.flynn@lacity.org" <jake.flynn@lacity.org>, "yena.ji@lacity.org" <yena.ji@lacity.org>, "Nicholas.greif@lacity.org" <Nicholas.greif@lacity.org>, "Estevan.montemayor@lacity.org" <Estevan.montemayor@lacity.org>, "joan.pelico@lacity.org" <joan.pelico@lacity.org>, "allison.simard@lacity.org" <allison.simard@lacity.org>, "ackley.padilla@lacity.org" <ackley.padilla@lacity.org>, "gabriella.landeros@lacity.org" <gabriella.landeros@lacity.org>, "doug.tripp@lacity.org" <doug.tripp@lacity.org>, "tran.le@lacity.org" <tran.le@lacity.org>, "solomon.rivera@lacity.org" <solomon.rivera@lacity.org>, "ashley.thomas@lacity.org" <ashley.thomas@lacity.org>, "curtis.earnest@lacity.org" <curtis.earnest@lacity.org>, "angelina.valencia@lacity.org" <angelina.valencia@lacity.org>, "deron.williams@lacity.org" <deron.williams@lacity.org>, "michael.tonetti@lacity.org" <michael.tonetti@lacity.org>, "chad.molnar@lacity.org" <chad.molnar@lacity.org>, "david.grahamcaso@lacity.org" <david.grahamcaso@lacity.org>, "hannah.lee@lacity.org" <hannah.lee@lacity.org>, "colin.sweeney@lacity.org" <colin.sweeney@lacity.org>, "jeanne.min@lacity.org" <jeanne.min@lacity.org>, "tony.arranaga@lacity.org" <tony.arranaga@lacity.org>, "Paul.Habib@lacity.org" <Paul.Habib@lacity.org>, "Rick.Coca@lacity.org" <Rick.Coca@lacity.org>, "jenny.chavez@lacity.org" <jenny.chavez@lacity.org>, "amy.gebert@lacity.org" <amy.gebert@lacity.org>, "ana.guerrero@lacity.org" <ana.guerrero@lacity.org>, "suzi.emmerling@lacity.org" <suzi.emmerling@lacity.org>, [REDACTED]

"shane.seaver@mail.house.gov" <shane.seaver@mail.house.gov>, [REDACTED]

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"semeepark@lacity.org" <semeepark@lacity.org>, [REDACTED]

"monica.garcia@lausd.net" <monica.garcia@lausd.net>, [REDACTED]

"dliu@portla.org" <dliu@portla.org>, "dnguyen@cagop.org" <dnguyen@cagop.org>

<dnghuyen@cagop.org>, [REDACTED]  
 "joella.hopkins@lacity.org" <joella.hopkins@lacity.org>, "controller.galperin@lacity.org"  
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**The Korea Daily-JoongAng Ilbo**

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## **“Seoul desires more Americans”**

April 1 2019





**Subject:** UFLAC News Report 6.14.19

**From:** [REDACTED]

**Date:** 6/14/2019, 8:09 AM

**To:** myrka.martinez@lacity.org

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***June 14, 2019***

Here's the latest news impacting Los Angeles Firefighters...

## ***Feature***



## **LAFD Recruit Academy Class 2018-2 Graduation**

The Los Angeles Fire Department **graduated 57 recruits from Valley Recruit Training Academy 81** on June 6th. The recruits completed a rigorous 21-week training curriculum aimed at preparing them for a successful career with the LAFD. The graduation ceremony was followed by an exciting skills demonstration from the 50 men and seven women of class 2018-2. These Firefighters will proudly head out into the field for their year-long probationary period where they take the basics they learned in the drill tower and build on them through proficiency exercises, company drilling, experience on incidents, and training from the members at their assignment. Welcome to the LAFD family!

[LAFD](#)



## **Transient Man Found Dead In Westchester Fourplex Blaze**

A 30-year-old man believed to be homeless was found dead in a fire that broke out at a vacant Westchester fourplex early Tuesday morning, less than a mile from Los Angeles International Airport. The fire was reported at 5:45 a.m. in a vacant two-story fourplex in the 9000 block of South Ramsgate Avenue. Los Angeles Fire Department crews responded to find a man dead inside the building. "They quickly pulled an approximate 30-year-old male out to the rear of the structure to render immediate medical aid," LAFD Capt. Erik Scott told reporters. "Tragically, he was beyond any medical help and was pronounced dead on scene."

[CBS/LAFD](#)



## **Fire Rips Through North Hollywood Strip Mall, 5 Businesses Damaged**

It took dozens of firefighters about three hours to extinguish a massive fire which tore through a strip mall in North Hollywood Monday morning. The fire was reported at 5:30 a.m. at a one-story building built in the 1930s which houses five businesses in the 5200 block of Lankershim Boulevard, according to Los Angeles Fire Capt. Erik Scott. Smoke and flames could be seen from miles around. Tokyo Delves Sushi Bar appeared to have suffered the most damage of any of the businesses.

[CBS2/LAFD](#)

## ***Fire Watch***

## **South Los Angeles building fire: Heavy smoke consumes commercial structure**

Firefighters worked to extinguish a fire at a commercial building in South Los Angeles Friday morning. Large plumes of smoke rose from the one-story building on the 3100 block of South Main Street. The fire broke out at about 8:53 a.m., according to LA Fire officials. AIR7 HD was overhead as **firefighters worked to extinguish the flames spotted coming through the roof of the structure** and as heavy smoke consumed the nearby area. Black smoke and heavy flames were visible and part of the roof collapsed.

[ABC7](#)





### **LAFD Puts Out House Fire in Reseda**

Firefighters were able to extinguish a house fire in Reseda on Monday, the Los Angeles Fire Department reported. The fire broke out about 1:20p.m. at a home at 18209 W Vanowen Street. **Firefighters reported heavy fire showing from the rear of the home**, with at least one additional structure being exposed to the flames. It took 16 minutes for the 89 responding firefighters to put the fire out.

[KTLA5/Fox 11](#)



*Photo by Alex Gillman/LAFD*

### **Lake View Terrace Brush Fire Stopped Quickly**

At 4:06PM on June 12, 2019 the Los Angeles Fire Department responded to a reported brush fire in the 11300 block of N Hunnewell Ave. **Firefighters contained the brush/mulch fire** with no structures damaged and no injuries reported.

[LAFD](#)



*Photo by Jacob Salzman*

## **LAFD firefighters douse garage fire in Northridge; report of trapped person turns out to be false**

A report of a person trapped inside a burning home in Northridge drew a large response from firefighters Tuesday evening. Those reports turned out to be false — fire crews did not find anyone in the home on the 10100 block of Crebs Avenue. A total of 40 firefighters responded to the home at around 5:36 p.m. They found a garage engulfed in flames.

[Daily News](#)



*Photo by Mike Meadows*

### **Brush Fire Breaks Out At Homeless Encampment**

Firefighters quickly snuffed out a brush fire that began in a Panorama City homeless encampment Monday afternoon. It was the at least the second time in a week that a brush fire spread at a homeless encampment in the region. The fire broke out just before 1 p.m. in the 14700 block of West Plummer Street. Crews stopped the forward progress of the flames within a half-hour, the Los Angeles Fire Department reported. No one was hurt in the fire, which was under investigation. Crews were able to keep the flames from damaging abandoned homes nearby.

[Northridge-Chatsworth Patch](#)





*Photo courtesy of the LAFD*

## **Crews knockdown brush fire in Hollywood Hills**

Within an hour the Los Angeles Fire Department knocked down a brush fire in the Hollywood Hills. The department says about an acre had burned. This is in the area of Laurel Canyon and Mulholland Dr. According to the fire department, the fire is 'topography driven (uphill) with no wind currently impacting the fire'. The department says **55 firefighters were on scene** helping to control the blaze.

[Fox 11](#)



*Video by Cody Weireter/LAFD*

## **LA Firefighters Save Chatsworth Home**

Los Angeles firefighters knocked down a house fire Monday in Chatsworth, **preventing flames from extending into the attic and saving the structure** from total destruction. It took 36 firefighters 16 minutes to knock down the blaze at the single-family home on the 9500 block of Lubao Avenue, said Los Angeles Fire Department spokeswoman Margaret Stewart.

[Daily News/LAFD](#)



*Photo by Justin Johnson*

## **Trash Fire at South Los Angeles Home Quickly Extinguished**

**Firefighters extinguished a trash fire that spread into the back of a home** in South Los Angeles in 19 minutes, authorities said Wednesday morning. Crews responded at 11:14 p.m. Tuesday to the home at 2158 W. 77th St., near Van Ness Avenue and the border with Inglewood, and encountered downed power lines as they worked to put out the fire, according to Nicholas Prange of the Los Angeles Fire Department. A total of 28 firefighters fought the blaze and knockdown was declared at 11:33 p.m. Tuesday, Prange said.

[MyNewsLA](#)

## ***First Responder News***

Photo by Rick McClure

### **Crash in Chatsworth sends 4 infants and 3 adults to hospital**

**A three-car crash in Chatsworth sent seven people, including four infants, to hospitals late Sunday night, fire officials said. Around 10 p.m., an SUV and two sedans collided on the 19700 block of Lassen Street, said Margaret Stewart, a spokeswoman for the Los Angeles Fire Department. The SUV and one of the sedans had their front ends smashed. The other sedan appeared to have been broadsided, with extensive damage to its left side. Stewart said the crash injured three adults along with the four infants. At least five of the victims were in serious condition.**

[Daily News](#)

## **Worker in Grave Condition After Falling 15 Feet in Chatsworth Area Gated Community**

Two construction workers fell at least 15 feet from a home's scaffolding in a gated community near Chatsworth Saturday, the Los Angeles Fire Department said. Paramedics arrived at the scene at around 12 p.m. and transported a man in grave condition to a hospital. He appeared to have suffered a head injury, authorities said. The other man, possibly in his 20s, was in fair condition with an apparent leg fracture, LAFD said.

[KTLA5](#)





### **Man Struck, Killed by Amtrak Train in North Hollywood**

A man was fatally injured Sunday when he was struck by an Amtrak Pacific Surfliner passenger train in North Hollywood, the Los Angeles Fire Department said. It happened near 7400 Coldwater Canyon about 7:15 p.m., LAFD spokesman Brian Humphrey said. There were 126 passengers on the train bound for San Diego. No injuries were reported, Humphrey said. The man was pronounced dead at the scene.

[NBC4](#)



## Three Hurt After Car Slams Into Restaurant In Westwood

Three people were injured after **a car careened into a restaurant** during lunch hour near the UCLA campus in Westwood Tuesday. At 12:04 p.m., a car crashed into Pinches Tacos at 1030 S. Glendon Ave., according to the Los Angeles Fire Department. No one was trapped as a result of the crash, but three people were transported to a hospital with injuries not believed to be serious, the fire department said. The restaurant suffered no structural issues, LAFD reports.

[KCAL9](#)

## ***State News***

*Photo by Adam VanGerpen/UFLAC*

## **Firefighters from across Southern California prepare for summer fire season with wildland training at Camp Pendleton**

Matt Hidalgo was working through brush on a hillside at this seaside base when he stumbled upon what he thought was a high-caliber bullet lying in the grass. "I had the crew get out of the area," said Hidalgo, 33, a hand crew squad boss with the Orange County Fire Authority's Santiago Fire Crew. "I took a picture of it, put a Sharpie next to it to show scale and did GPS coordinates on it."

[OC Register](#)

## **House sends long-stalled California wildfire relief bill to Trump**

The House passed a disaster relief bill that includes billions in aid for California wildfire victims Monday, sending the long-delayed legislation to President Trump to sign into law. The 354-58 vote came on the first day lawmakers returned from a holiday recess, during which Republicans thrice blocked the legislation from passing the chamber. Trump has said he'll support the \$19 billion package, which includes relief for several states and U.S. territories that have been ravaged by disasters ranging from fires to storms to volcanoes.

[SF Chronicle](#)





## Sparks From Workman's Hammer Ignited Deadly Mendocino Ranch Fire

The deadly Ranch Fire that burned through Colusa, Glenn, Lake and Mendocino counties last July, **the largest wildfire in California history, was ignited by sparks from a workman's hammer**, Cal Fire officials announced Thursday. The fire, which erupted on July 27, 2018, burned a total of 410,203 acres, destroyed 280 structures and resulted in one firefighter's death and other three firefighters being injured.

[CBS/LA Times](#)



### **California Fire Tracker**

This interactive map developed in The San Francisco Chronicle newsroom provides information on wildfires burning across California.

[SF Chronicle](#)

## ***National News***

## **Jon Stewart chokes up, gives angry speech to Congress**

Former late night host and 9/11 first responders advocate Jon Stewart chokes up and **slams Congress over health care for the 9/11 first responders** during the hearing for reauthorizing the 9/11 victim compensation fund.

[CNN](#)



## **Congress Says It Is Working Hard To Extend 9/11 Victim Compensation Fund Indefinitely**

Sept. 11 first responders, emergency workers and civilians suffering from related illnesses and the families of those who have died since the attack are one step closer to knowing they will be compensated for their heroism. On Sunday, lawmakers on both sides of the aisle announced that they're working to ensure the Victim Compensation Fund, which is set to expire in 2020, will be extended indefinitely, CBS2's Marc Liverman reported.

[CBS](#)

## ***Community***



*Photo by Brandon Buckley*

## **Hope for Firefighters 2019**

On June 6<sup>th</sup>, Firefighters and residents gathered in the streets of LA for live music, delicious meals prepared by over 25 different fire stations throughout the city, fire apparatus (with demonstrations), LAFD gift merchandise booths, raffle drawings, prizes, trophies, and exciting Firefighter Muster games where more than twenty sponsored teams competed for trophies and prizes in events, including bucket brigade, firefighter suit-up, and an old-fashioned hose pull contest.

Funds are raised through sponsorship, meal ticket sales, raffle items, and the sale of LAFD merchandise. All proceeds benefit the [Los Angeles Firemen's Relief Association's Widows, Orphans & Disabled Firemen's Fund.](#)  
[LAFD](#)



## **LAFD Fire Hogs 21st Annual Fallen Heroes Memorial Motorcycle Run**

This annual event benefited the families of Fallen Firefighters in a Charity Motorcycle Ride from Hollywood to Calabasas. The LAFD Motorcycle Club (Fire Hogs), Bagpipers, the LAFD Color Guard, and Fire Chief Terrazas kicked-off the fundraiser at the historic Los Angeles Fire Department Museum in Hollywood. The Fire Hogs have raised and donated over \$500,000 dollars over the past 21 years to this worthy cause.

[LAFD](#)

## ***In Remembrance***

*Video by Adam VanGerpen/UFLAC*

## **Honoring Chicago Fire Engineer Nathaniel Ervin**

On May 24, 2019, while visiting Los Angeles, Chicago Fire Department Firefighters Union - Local 2 Engineer Nathaniel "Nate" Ervin was killed in a solo vehicle accident. Engineer Ervin was visiting Los Angeles with other Chicago Firefighters and their families. In keeping with strong Fire Department tradition, many agencies assisted in managing the logistics and family support to handle Engineer Ervin with dignity and respect. Two processions took place with assistance from Los Angeles Fire Department, Long Beach Firefighters, Los Angeles County Firefighters, IAFF Local 1014, and Los Angeles Airport Police. Honor Guards from the LAFD and the LAAPOA were deployed and ensured the procession took place with the honor. We would like to offer our deepest condolences to the Ervin

family and our brothers and sisters from IAFF Local 2.

[UFLAC](#)

## Remembering Our Fallen Brothers & Sisters

### Engineer

**Billy D. Christian (Ret.)**  
Deceased: 6/5/2019  
Appointed: 1/28/1957  
Assignment: FS 35  
Retired: 11/1/1971

### Assistant Chief

**Thomas C. Tolman (Ret.)**  
Deceased: 5/29/2019  
Appointed: 12/19/1955  
Assignment: Div 1 C  
Retired: 2/25/1979

### Captain I

**Robert H. Setterberg (Ret.)**  
Deceased: 5/18/2019  
Appointed: 4/8/1961  
Retired: 7/22/1996

### Captain I

**Gene F. Gallagher (Ret.)**  
Deceased: 5/31/2019  
Appointed: 5/15/1977  
Assignment: FS 51-C  
Retired: 3/11/2007

### Captain

**Homer M. Miller (Ret.)**  
Deceased: 5/21/2019  
Appointed: 6/1/1975  
Assignment: FS 61-B  
Retired: 1/30/1989

### Firefighter II

**William M. Horton (Ret.)**  
Deceased: 5/8/2019  
Appointed: 4/1/1957  
Assignment: FS 104-B  
Retired: 7/5/1973

### Firefighter II

**Lyle D. Bartsch (Ret.)**  
Deceased: 5/30/2019  
Appointed: 4/30/1966  
Assignment: FS 43-B  
Retired: 1/5/1984

### Captain II

**John S. Nelson (Ret.)**  
Deceased: 5/18/2019  
Appointed: 4/1/1957  
Assignment: FS 33-C  
Retired: 6/30/2007

### Fireman

**Elias De La Hoz (Ret.)**  
Deceased: 5/3/2019  
Appointed: 4/1/1957  
Assignment: FS 75-C  
Retired: 6/8/1982

***About UFLAC:** Since 1918, UFLAC has been the labor organization of the proud men and women that serve as firefighters and emergency medical responders protecting the City of Los Angeles. The members of the Los Angeles Fire Department rely on UFLAC to focus on the wellbeing and safety of those that protect the lives of others. For more information, visit [www.uflac.org](http://www.uflac.org).*

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UFLAC Local 112 | 1571 Beverly Blvd., Suite 201, Los Angeles, CA 90026

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**Subject:** PRA -- Adrian on Homelessness

**From:** Colin Sweeney <colin.sweeney@lacity.org>

**Date:** 6/19/2019, 11:00 AM

**To:** Brandy Turnbow <brandy.turnbow@lacity.org>, Colin Crews <colin.crews@lacity.org>, Denise Chavez <denise.m.chavez@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>, Jonathan Coto <jonathan.coto@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>, Matthew Vallecilla <matthew.vallecilla@lacity.org>, Myrka Martinez <myrka.martinez@lacity.org>, Ron Rubine <ron.rubine@lacity.org>, Stephanie Uy <stephanie.uy@lacity.org>, Lorena Espinal <lorena.espinal@lacity.org>, Greig Smith <greig@lacity.org>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] "Adrian Variety PRA - (Your name)"

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] "Adrian Variety PRA - (Your Name)" [REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] "Adrian Variety PDFs - (Your Name)"

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] " Adrian Variety PDFs - (Your Name) PDFs" [REDACTED]

[REDACTED]

--

**Colin Sweeney**

Communications Director

Office of Councilmember Greig Smith

Council District 12

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)



**Subject:** Re: AB 516

**From:** Colin Crews <colin.crews@lacity.org>

**Date:** 6/19/2019, 10:06 AM

**To:** [REDACTED]

**BCC:** myrka.martinez@lacity.org

Good morning,

Thank you for contacting Councilmember Smith's office. The Councilmember is strongly opposed to AB516. His Resolution opposing the State Bill was approved by the City Council last week. I would urge you to reach out to your state representatives and let them know that you are also opposed to the AB516.

Please feel free to contact me at any time.

Colin

**Colin Crews**  
**Senior Field Deputy**  
**Neighborhoods FIRST, Director**  
**Office Of Councilmember Greig Smith**  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Wed, Jun 19, 2019 at 9:07 AM Councilmember Smith <[councilmember.smith@lacity.org](mailto:councilmember.smith@lacity.org)> wrote:

----- Forwarded message -----

From:

[REDACTED]

Date: Fri, Jun 14, 2019 at 10:33 PM

Subject: AB 516

To: <[Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org)>

I and a good amount of my neighbors oppose AB 516.

Please try fighting for the people who voted for you not transients.

Sent from my iPhone

**Subject:** Re: CD12 Newsletter - June 14, 2019

**From:** Colin Crews <colin.crews@lacity.org>

**Date:** 6/19/2019, 9:48 AM

**To:** [REDACTED]

**BCC:** myrka.martinez@lacity.org

Good morning,

Thank you for your email. You can reach out to your State Senator and Assembly Member and let them know you oppose AB516.

You can find your elected state representatives using this website; <http://neighborhoodinfo.lacity.org>.

Please feel free to contact me at any time.

Colin

**Colin Crews**  
**Senior Field Deputy**  
**Neighborhoods FIRST, Director**  
**Office Of Councilmember Greig Smith**  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Wed, Jun 19, 2019 at 9:09 AM Councilmember Smith <[councilmember.smith@lacity.org](mailto:councilmember.smith@lacity.org)> wrote:

----- Forwarded message -----

From: [REDACTED]

Date: Fri, Jun 14, 2019 at 4:17 PM

Subject: RE: CD12 Newsletter - June 14, 2019

To: Councilmember Greig Smith <[Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org)>

AB516 is insane. We are already finding it difficult to remove unwanted vehicles parked longer than 72

Hours and do not want homeless people living on our streets. This would certainly encourage them to do so. It seems obvious that homeless people cannot afford to live in the areas where they are camping out. They need to find a place to live that is less expensive. I know many lifelong Californians who have left (due to living on fixed retirement income) who realized they cannot afford to live here.

Perhaps San Francisco finally adopting forced drug/alcohol rehab and a program for the mentally ill will serve as an example that Los Angeles can follow. Besides being most likely cheaper to do that than buy them porta-potties at \$300,000 per unit and building housing at \$500,000, we also would not risk spreading HORRIBLE diseases from the filth like hepatitis and HIV from discarded needles, typhus and typhoid, spread of rats, fleas, ticks, mosquitoes, and on and on. Look at "Seattle is Dying" to get an idea of what is to come if we don't act aggressively now.

Who wants to live in housing where their neighbors do drugs, sell drugs, are alcoholics, and deal in prostitution? The reason given for needing 24-hour attendants with the portable toilets is due to homeless people doing all of the above AND vandalizing the units.

Is there a petition that can be circulated that will get the message to Sacramento about how the citizens feel about this. I know everyone I talk to feels the same way I do about homelessness and those people living on our streets. I would welcome the opportunity to circulate such a petition.

[REDACTED]

Sent from [Mail](#) for Windows 10

**From:** [Councilmember Greig Smith](#)  
**Sent:** Friday, June 14, 2019 3:25 PM  
**To:** [REDACTED]  
**Subject:** CD12 Newsletter - June 14, 2019

***Councilmember Greig Smith's  
CD12 Newsletter: June 14, 2019***

[View this email in your browser](#)

<https://gallery.mailchimp.com/72ffdbd71ff971bc00355b77f/images/cbdbdb97-d>

[htl](#) [hti](#) [hti](#)

## THIS WEEK IN COUNCIL

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**Marking the 244th Birthday of the U.S. Army...**

<https://gallery.mailchimp.com/72ffdbd71ff971bc00355b77f/images/d8a3>

Friday in Council, we marked 244 years since the establishment of the U.S. Army which was created by act of the Second Continental Congress on June 14, 1775.

A full year before the signing of the Declaration of Independence, the creation of the U.S. Army marked the beginning of forming the union that would become the United States of America when the Congress charged the protection the 13 separate colonies to an army and appointed George Washington as its Commanding General.

<https://gallery.mailchimp.com/72ffdbd71ff971bc00355b77f/images/d8a3> To mark the occasion, we invited the Los Angeles Recruiting Battalion of the U.S. Army and Lieutenant Colonel Patrick Flood to celebrate in Council with us along with Army veteran honorees from each council district including an honoree from our district: Army Specialist Brad Klimovitch who currently serves as Commander for VFW Post 2323 in Granada Hills.



[https://gallery.mailchimp.com/72ffdbd71ff](https://gallery.mailchimp.com/72ffdbd71ff971bc00355b77f/images/83ce)

Los Angeles has the highest concentration of veteran service members so it is fitting that we celebrate this occasion in L.A. City Council. As the only veteran

currently serving on the council it was my honor to lead this ceremony and to recognize individuals who have laid their lives on the line so that we may sleep soundly every night under the blanket of freedom.

Thank you to all the honorees and Happy Birthday to the U.S. Army!

## **Standing up for Neighborhoods, Opposing AB 516...**

<https://gallery.mailchimp.com/72ffdbd71ff971bc00355b77f/images/83ce>

This week, City Council voted 12-1 to pass the resolution I authored with Councilmember Joe Buscaino opposing Assembly Bill 516 which is currently under consideration in the State Legislature. AB 516 is extremely misguided as it will undermine the City's ability to enforce parking and vehicle registration rules that protect neighborhoods and drivers.

AB 516 effectively bars cities from removing vehicles from streets as a

result of five or more unpaid parking citations, non-registration, or immobility for over 72 hours. Supporters of AB 516 such as the ACLU and Councilmember Mike Bonin (the sole vote against my resolution) argue that citations and tows such as these are burdensome on individuals and drive them into or otherwise exacerbate poverty and homelessness.

Understanding that a ticket can be difficult to pay for someone who is either homeless or struggling financially, the City does offer alternative and deferred payment options to those for whom a ticket presents real financial hardship. If the rationale behind AB 516 is to help those in financial need, the more sensible approach would be to expand programs like the ones the City has created rather than completely tying cities' hands with respect to enforcement.

If AB 516 were to go into effect, it would become open season on L.A. streets. Too often, the State Legislature takes a broad brush in mandating or prohibiting what cities can and cannot do at the expense of our communities as a whole rather than taking aim at specific solutions. The bill is now pending in the State Senate Public Safety and Transportation Committees. Please join me in calling on our state legislators and the Governor to oppose this bill.

[You can find information on how to contact the office representing your neighborhood, here.](#)

## **Celebrating LGBT Heritage and PRIDE Month in Council...**

On Wednesday, June 12th, the Los Angeles City Council celebrated LGBT Heritage Month by selecting an honoree from each district who has demonstrated a superb sense of commitment and compassion

towards bettering the LGBT community. Council District 12 is proud to have chosen Felix Villarreal as our PRIDE Month Honoree. <https://gallery.mailchimp.com/72ffdbd71f>

Felix is a recent graduate of California State University, Northridge, where he majored in the Deaf Studies Interpreter Program. During his time as an undergrad, Felix worked closely with the CSUN PRIDE center and made it his mission to advocate for more access within LGBTQ spaces for the Deaf and Hard of Hearing. His work included helping to coordinate Deaf-centered events such as Deaf Queer Fest and Deaf Queer Coffee, with the purpose of giving individuals who may feel isolated an opportunity to find each other and connect.

Although Felix is not deaf or hard of hearing, his hope is to connect and lift up those whose experience is different from his own. He is living proof that the strength of a community is not limited to shared experience alone. Rather, the strength of a community is measured by how it looks out for those who may be different and whose experiences may not align with others.

Thank you Felix Villarreal for your service to our community and congratulations on your recognition as Council District 12's PRIDE Month Honoree.

## COMMUNITY NEWS

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### Dedicating Paula Boland Square...

<https://gallery.mailchimp.com/72ffdbd71ff971bc00355b77f/images/18c4>

On the morning of June 10<sup>th</sup>, the City of Los Angeles along with Councilmember Greig Smith and members of our community, came together to honor former Assemblymember Paula Boland, with the unveiling of Paula Boland Square in Granada Hills.

<https://gallery.mailchimp.com/72ffdbd71ff971bc00355b77f/images/18c4> Paula Boland has been a fixture of the Northwest Valley communities for over three decades. She began her career as a realtor but ultimately joined the State Assembly, defining herself as a tireless advocate for our communities. Her achievements include becoming the first woman and non-lawyer to chair the State's Assembly Public Safety Committee where she would have a major impact in helping to pass Megan's

<https://gallery.mailchimp.com/72ffdbd71f> Law in California that established a sex offender registry in addition to also passing the law that removed a statute of limitations on child sexual abuse. These two reforms earned her the Legislative Award of the Year from the Federal Law Enforcement Officers Association.

After leaving elected office, Paula's will to continue advocating for our local community speaks of the loyalty and dedication with which she has always served. It is impossible to list all the ways in which Paula has been a keystone member of this community but a short list includes:

- Serving as President and board member of the Granada Hills Chamber of Commerce
- Founding and serving as Vice President of the United Chambers of Commerce of the San Fernando Valley
- Establishing the Granada Hills Hospital Foundation and serving 4 years as its President
- Serving 3 years on the executive board of SOLID supporting Devonshire Division

Her awards and accolades include:

- The Pioneer Woman of the Year Award for the 12<sup>th</sup> Council District
- Granada Hills Chamber of Commerce Citizen of the Year Award
- Stanley Lintz Award from the San Fernando Valley Bar Association

It is for these reasons and more that the Paula Boland Square now stands as a marker of her legacy and commitment to Granada Hills. On behalf of the City of Los Angeles and Council District 12, we thank you for a lifetime of devotion to our community.

Check out video from the ceremony below courtesy of Mark Hovater.

[https://gallery.mailchimp.com/video\\_thumbnails\\_new/8710380c386eda95d95d7](https://gallery.mailchimp.com/video_thumbnails_new/8710380c386eda95d95d7)

## **Come Meet Horses and Park Rangers at Oakridge Estate Park This Saturday...**

The Los Angeles Park Rangers Mounted Unit <https://gallery.mailchimp.co> from the Department of Recreation and Parks will be presenting, for area youth, an “up-close equine” experience. Come and meet two of the unit’s prized Quarter horses – Sherman and Trigger. Have you ever seen a horse groomed, touched a saddle, or held a horseshoe? The Park Rangers Mounted Unit has five horses and seven staff members. The Rangers and mounts provide patrol, law enforcement and emergency services to many Los Angeles city and regional parks. Because the horses interact directly with all ages of the public, in a variety of situations, they are chosen for their gentle personality and temperament. The gentle giants seem to enjoy being pet and having their pictures taken!

<https://gallery.mailchimp.co> The historic Oakridge Estate Park is directly adjacent to a historic residence and L.A. City Historic Cultural Monument #484. The eight

<https://gallery.mailchimp.co> acre park, opened in December 2018, has an equine heritage theme: a mare and foal climbing sculpture, a bouncy green tractor, plenty of logs to crawl through and picnic tables for your lunch or snacks.

The site of the park was originally the northwest corner of Marwyck Ranch, a 130 acre Thoroughbred breeding and training operation, owned by Barbara Stanwyck and Marion and Zeppo Marx. Opened in 1937, designed by Kentuckian Harry S. Hart, Marwyck's white painted fences and multiple horse barns stretched from Devonshire Street south to Lassen Street between Reseda Boulevard and Wilbur Creek. In the 1930's-50's Northridge was known as "the horse capital of the West". Please visit the Friends of Oakridge website at [www.theoakridgeestate.org](http://www.theoakridgeestate.org) for more horse ranch information.

**Saturday, June 15**

**10 AM - 11 AM**

**The Oakridge Estate Park**

**18650 Devonshire St.**

**Northridge**

## UPCOMING EVENTS

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### Free Summer Meals at Granada Hills Charter...

Granada Hills Charter is pleased to <https://gallery.mailchimp.com/72ffdbd71ff> offer free nutritious meals for the summer. All children from ages 1 –

18 years old are welcome and no proof of income or registration is required to participate. Bring your child for a meal on us!

**June 10 - July 19**  
**Mondays - Fridays**

**Breakfast:**  
**Community Youth 9 AM - 9:45 AM**  
**Students 10 AM - 10:20 AM**

**Lunch:**  
**Community Youth 11 AM - 12 PM**  
**Students 12:20 PM - 1 PM**

**Granada Hills Charter High School**  
**10535 Zelzah Ave**  
**Granada Hills**

For more information, email [cafeteria@ghcs.com](mailto:cafeteria@ghcs.com) or [visit the website](#).

## Caregiver Wellness Day...

<https://gallery.mailchimp.com/72ffdbd71f> Caregiver Wellness Day is a unique one day retreat for family caregivers. It's your day to indulge in self-care and relaxation, or to enhance your caregiver skills. The day will include musical entertainment, workshops on how to relieve stress plus an assortment of spa activities. Choose to attend a class, visit the exhibitors, or simply pamper yourself with a facial, manicure, and a haircut. Registration is free and includes breakfast and lunch.



**Friday, June 21**

**10 AM - 3:00 PM**

**Zev Yaroslavsky Family Support Center**

**7555 Van Nuys Blvd.**

**Van Nuys**

*For more information visit: [AlzheimersLA.org](http://AlzheimersLA.org) or call (844) 435-7529.*

## **Good News Vacation Bible School...**

Join our Good News Vacation Bible <https://gallery.mailchimp.com/72ffdbd71ff>

School happening this summer at

Granada Hills Community Church.

Children entering grades 1-6 can

hear Bible stories and learn about

Jesus. They will memorize scripture

and learn about a missionary, as

well as sing fun songs, play games

and make crafts. Best of all, this

program is **free** with the option to

purchase lunch for the week for \$10. Forms are due by June 17.

**Monday, June 24 - Friday, June 28**

**12 PM - 3:00 PM**

**Granada Hills Community Church**

**11263 Balboa Blvd.**

**Granada Hills**

*Registration forms can be requested by calling (818) 363-3767 or via email at: [office@ghcc4u.org](mailto:office@ghcc4u.org)*

# STAFF REPORT

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## Reports from our Staff: Urban Agricultural Incentive Zones Program...

<https://gallery.mailchimp.com/72ffdbd71ff971bc00355b77f/images/48d5>

Our Legislative Deputy, Stephanie Uy, would like to inform you about one of our City's great programs that allows the transformation of vacant lots into beautiful urban gardens. The Urban Agriculture Incentive Zones (UAIZ) Program provides vacant property owners a tax deduction to use their land for community gardens or urban farms.

This unique program brings together property owners and food growers to make Los Angeles communities healthier and more sustainable. A property owner can either lease their land to community members looking to grow food or grow on their own to receive the tax break. We want to make sure Angelenos take advantage of this opportunity as it is a win-win for property owners, growers, and communities.

What does the UAIZ program look like on the ground? Check out these [photos](#) from the recent groundbreaking of the South LA Farm, a project of the American Friends Service Committee (AFSC) Roots for Peace

Program. This is a wonderful demonstration of what happens when City, nonprofit, and community leaders come together to support urban agriculture in our city!

This [City program](#) is administered by the Planning Department and property owners can download the application [here](#).

---

<https://gallery.mailchir>

**COMMUNITY SERVICE CENTER**  
9207 Oakdale Ave  
Chatsworth CA 91311  
Phone: (818) 882-1212  
Fax: (818) 701-5254

**CITY HALL**  
200 North Spring St. Rm 405  
Los Angeles, CA 90012  
Phone: (213) 473-7012  
Fax: (213) 473-6925

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[hti](#)   [hti](#)   [hti](#)

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You are receiving this email because you are a stakeholder in Council District 12.

**Our mailing address is:**

Councilmember Greig Smith

9207 Oakdale Ave.

Chatsworth, CA 91311

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**Subject:** Re: MTA layover relocation  
**From:** Eric Moody <eric.moody@lacity.org>  
**Date:** 4/12/2019, 8:45 AM  
**To:** "Swift, Karen" <SwiftK@metro.net>  
**CC:** "Soto, Patricia" <SOTOPA@metro.net>

K. Thanks! I will forward any future issues like this to Israel...

She called me a couple times previously just to complain about the layover but that was it...this time she had something potentially workable.

Thanks again!

**Eric L. Moody, MPA**  
**Transportation Deputy & Innov818 Director**  
**Office of Councilmember Greig Smith**  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org) | w: [www.cd12.org](http://www.cd12.org)

On Thu, Apr 11, 2019 at 5:03 PM Swift, Karen <[SwiftK@metro.net](mailto:SwiftK@metro.net)> wrote:

Thanks, Eric, for bringing these issues to our attention. Israel Marin has followed up with Metro management overseeing the buses laying over at Victory and Platt, and we'll stay on top of the situation to ensure the rules are being followed.

Karen

Karen Swift  
Community Relations Manager  
San Fernando Valley and Las Virgenes/ Malibu Area  
Local Government and External Affairs  
213.922.1348 W  
213.792.6897 C  
Metro provides excellence in service and support.

On Apr 11, 2019, at 3:26 PM, Eric Moody <[eric.moody@lacity.org](mailto:eric.moody@lacity.org)> wrote:

Karen

I have spoken with [REDACTED] on the phone about relocating the lay-over spot. She blames the lay-over for uptick in crime and homeless issues in the vicinity.

Just passing along this information she sent me today.

Thanks

**Eric L. Moody, MPA**  
**Transportation Deputy & Innov818 Director**  
**Office of Councilmember Greig Smith**  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org) | w: [www.cd12.org](http://www.cd12.org)

----- Forwarded message -----

From: **Colin Crews** <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>

Date: Thu, Apr 11, 2019 at 11:05 AM

Subject: Re: Fw: MTA layover relocation

To: [REDACTED]

Cc: Eric Moody <[eric.moody@lacity.org](mailto:eric.moody@lacity.org)>

Good morning,

Thank you for the email. I am copying my colleague, Eric Moody on this message. Eric handles MTA issues for the office.

I will let our homelessness task force know about the issues at Platt Village.

Please feel free to contact me at any time.  
Colin

**Colin Crews**  
**Senior Field Deputy**  
**Neighborhoods FIRST, Director**  
**Office Of Councilmember Greig Smith**  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org)  
| w:  
[CD12.org](http://CD12.org)

On Thu, Apr 11, 2019 at 10:23 AM [REDACTED] wrote:

Good morning Colin,

I thought you should know there were 4 buses backed up on Platt today at 8am. They started at the corner of Victory and Platt and continued past Wells Fargo. Can you please let the MTA liaison for Mr. Smith know this. Other West Hills/Woodland Hills residents are paying attention to the number of buses that layover there. All of us are aware there is a limit to the number of buses that are allowed at this layover spot. If necessary pictures will be provided in the future.

Are you aware an elderly woman was choked while trying to eat her dinner at El Pollo Loco in Platt Village on Friday evening April 5th? It was a transient woman who choked her...three grown men had to pull the transient woman off the elderly lady. It is really sad. The transient woman had been harassing patrons for a few hours then decided to get physical. Please look into this as well.

[REDACTED]

---

**From:** Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>

**To:** [REDACTED]

**Sent:** Tuesday, March 26, 2019 1:21 PM

**Subject:** Re: Fw : MTA layover relocation

Good afternoon,

I will report the issues with homeless to our special task force which is mad up of the LAPD HOPE Team and the Bureau of Sanitation. They will visit the area for clean up and enforcement.

Please feel free to contact me at any time.

Colin

**Colin Crews**  
**Senior Field Deputy**  
**Neighborhoods FIRST, Director**  
**Office Of Councilmember Greig Smith**

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg)

| w:

[CD12.org](http://CD12.org)

On Tue, Mar 26, 2019 at 1:09 PM [REDACTED] wrote:

This response is disheartening. The residents of West Hills and Woodland Hills are having to deal with increased crime in the Platt Village area since the bus layover has been changed and Mr. Moody basically said to pound salt, this is how it is going to be, and we have no recourse.

Most recently on the CrimeBusters of West Hills Woodland Hills Facebook page there was instance of possible human trafficking happening at the Starbucks in Platt Village. This along with vehicle crime, theft from the stores, and burglary have all increased in this one shopping center since the bus layover change. We respectfully request your office assist us in increasing the drive-by activity of LAPD for Platt Village.

Looking forward hearing from you soon.

Sincerely,

[REDACTED]



West Hills resident

----- Forwarded Message -----

**From:** Eric Moody <[eric.moody@lacity.org](mailto:eric.moody@lacity.org)>

**To:** [REDACTED]

**Sent:** Tuesday, March 26, 2019 11:27 AM

**Subject:** MTA layover relocation

[REDACTED]:

Thank you for contacting the Office of Councilmember Greig Smith with your concerns about the location of the MTA layover spot on Platt near Victory. Your email was forwarded to me for response.

At the request of the residents over on Valley Circle, and working with both METRO and your neighborhood council, we were able to relocate the layover spot to its current location about two years ago. As you mentioned, it was a "monumental task" to make that work out, and with some minor revision, it has been working. The layover is a mandatory requirement for METRO, as their drivers require breaks. Located near the shopping centers also provides the drivers with needed amenities, and is mostly away from residential areas where the buses would impact nearby residents.

Given these facts, I do not foresee METRO going through that process again anytime soon. The specific traffic concerns can be mitigated and I will address them with METRO, who can work on the timing of buses so we limit the number of buses using the layover at the same time.

Thanks again for contacting the Office of Councilmember Greig Smith.

**Eric L. Moody, MPA**  
**Transportation Deputy & Innov818 Director**  
**Office of Councilmember Greig Smith**  
City Hall: 213-473-7012  
Community Service Center: 818-882-1212  
e: [Councilmember.Smith@lacity.org](mailto:Councilmember.Smith@lacity.org) | w: [www.cd12.org](http://www.cd12.org)



**Subject:** Municipal Facilities Committee Agenda Packet - May 30, 2019

**From:** Megan Cottier <megan.cottier@lacity.org>

**Date:** 5/28/2019, 7:44 PM

**To:** Megan Cottier <megan.cottier@lacity.org>

**CC:** paul wang <paul.t.wang@lacity.org>, Cheryl Banares <cheryl.banares@lacity.org>

**BCC:** eric.moody@lacity.org

Hello All,

As a courtesy to City staff, please see the attached agenda packet for the May 30th meeting of the Municipal Facilities Committee. Please note that the Report for Item No. 6 is not included in the meeting packet, but attached to this e-mail.

Thanks,

Megan

**Megan Cottier**  
**Office of the City Administrative Officer**  
200 N. Main Street, Room 1500  
City Hall East, Mail Stop 130  
Los Angeles, CA 90012  
Office: (213)473-7533

— Attachments: —

MFC Packet 5-30-19.pdf	18.8 MB
06 - Signed Report - Request Authorization to negotiate and Execute a new lease at 100 Sunset Ave with the Los Angeles County Metropolitan Transit Authority for use as a bridge housing facility (1).pdf	1.1 MB

**Subject:** FW: Criminal Transients

**From:** [REDACTED]

**Date:** 6/10/2019, 2:25 PM

**To:** Stephanie Uy <stephanie.uy@lacity.org>

**CC:** "eric.moody@lacity.org" <eric.moody@lacity.org>, [REDACTED]

[REDACTED] "councilmember.smith@lacity.org"

<councilmember.smith@lacity.org>, "colin.crews@lacity.org" <colin.crews@lacity.org>

Dear Stephanie:

These pictures are from our property owner whom has an office around the corner from this encampment. He wanted me to be his voice at the meeting as well. The gold jeep Cherokee is a known drug dealer transient.

Regards,

[REDACTED]

[REDACTED]



Andrews Powder Coating, Inc.

[REDACTED]

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—Attachments:—

Homeless RVs on 9140 Jordan Ave.pdf

517 KB

**Subject:** RE: Opposition to AB516

**From:** [REDACTED]

**Date:** 6/10/2019, 2:22 PM

**To:** Stephanie Uy <stephanie.uy@lacity.org>

**CC:** Colin Crews <colin.crews@lacity.org>, [REDACTED]  
"eric.moody@lacity.org" <eric.moody@lacity.org>, "councilmember.smith@lacity.org"  
<councilmember.smith@lacity.org>

Dear Stephanie:

These are a sampling of photographs that I have taken this morning in my CD12 neighborhood of Chatsworth. Please feel free to print these out for the meeting tomorrow.

The Canoga Avenue pictures were taken within a short walk of my business on the same street. These pictures show the amount of motorhomes that are encamped taking up valuable parking for the employees of the businesses on the street. The amount of debris that is always left behind when they move-on is atrocious. This encampment of transient criminals has now erected a pop-up shade over the sidewalk for their comfort. They have multiple BBQ's out on the sidewalk and on the property of the adjacent business. This makes the residents and employees very uncomfortable to pass, if they can.

The Prairie Street pictures are of a motorhome that was burned out a week ago. This burned out motorhome has subsequently attracted the other transient criminals whom have scavenged from the ashen hulk. The vehicle has been unsafely propped-up with logs and blocks so that the rear wheels could be stolen (this also makes towing it very difficult). The generator has been removed and a number of engine parts have been taken too. All of this activity has left garbage about the site that smells of urine and feces, typical of these cesspools of disgust. I would like to say that this is the first motorhome to burn in CD12 for nefarious reasons, but it is not. Many of these motorhome are centers for crime including mobile meth-labs and crack cooking facilities.

Note the registration tag expiration date!

Cars and motorhomes are not meant to be lived-in as a permanent residence. I have known this life; I lived in my car for a few weeks when I was trying to establish my young adult life. This was not a proud time in my life, but I wanted to better myself, and that I did. I wanted it though. Most of these criminal transients in these situations do not want a better life. They wish to skirt the system and find their place on our streets and on properties not belonging to them. I want to see help given to those that really do desire to get out of a homeless position, they deserve our kindness and social goodwill. The unfortunate homeless should not be confused with criminal transients.

I was considering the position of equating this epidemic to property ownership. If a property owner does not pay their tax, eventually that property is seized for its debt to the community for basic services rendered that have paid for. One could potentially argue that these "residents" are paying their tax through the gas that they buy. This is a hard position to justify. These criminal transients stay in one place for extended periods of time and are not mobile. They consume very little gasoline. If AB516 passes then vehicles that don't pay their tax, in the form of parking violations, would get a free pass to allow them to stay on the street. Why is this fair to the other citizens that have been paying these violations due to breaking the rules? These rules were created to keep our streets clean and free from obstructions that are in accordance with societal acceptances that created such laws.

AB516 would create two classes of citizens. Those that are not living or residing on the street, and those that do. This law would provide protections to one class of citizens that another class would not be entitled to. This is fundamentally wrong, and potentially in violation of the California State Constitution.

If AB516 is passed into law we will only have more of this second class of citizens taking over the streets and with special laws protecting them.

The cost is expensive now, it will get worse if we allow this bill to pass. Being passive and not confronting Assembly Bill 516 will be a very costly to residents, business and the cities that it will constrain.

Regards,

[REDACTED]



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**From:** Stephanie Uy [mailto:stephanie.uy@lacity.org]

**Sent:** Thursday, June 06, 2019 5:02 PM

**To:** [REDACTED]

**Cc:** Colin Crews <colin.crews@lacity.org>; [REDACTED]

**Subject:** Re: Opposition to SB 516

Thank you so much [REDACTED]. I'm so glad to hear you are both able to share your experiences to help stop this bill. I'll be in touch more tomorrow about talking points.

Very excited to meet you both on Tuesday.

On Thu, Jun 6, 2019 at 4:59 PM [REDACTED] wrote:

Dear Colin and Stephanie:

We will be happy to attend and speak to the council. This bill is an abomination and will just make things way worse for everyone else. My position here is that if you can't afford to own a car (driving is a privilege not a right), then maybe you should not own one. Just because you own a car does not give you the right to store it on the street and to get unlimited tickets without recourse.

This is absurd.

Regards,

[REDACTED]



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**From:** Stephanie Uy [mailto:[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)]

**Sent:** Thursday, June 06, 2019 4:30 PM

**To:** Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>

**Cc:** [REDACTED]

**Subject:** Re: Opposition to SB 516

It would be just speaking for 1 minute each and I can work with you to write talking points. So you don't have to worry about it too much. I just included the letter because it provide background information about the bill.

I think the main point is that AB516 would eliminate the City's ability to enforce basic vehicle violations. Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.

On Thu, Jun 6, 2019 at 4:08 PM Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)> wrote:

We would like you to speak in opposition to AB 516.

**Colin Crews**

**Senior Field Deputy**

**Neighborhoods FIRST, director**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

<https://docs.google.com/uc?export=download&id=1VdHK>

On Thu, Jun 6, 2019 at 4:02 PM Sandee Andrews <[sandee@powdercoater.com](mailto:sandee@powdercoater.com)> wrote:



Do we need a letter or just be present? Are we speaking?

[REDACTED]



Andrews Powder Coating, Inc.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]



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Industries we service: \* Architectural AAMA2605 AAMA2604 AAMA2603 \* FAA Aviation \* Aerospace \* Facilities Maintenance \* Automotive \* Motorcycle/Motorsports \* Metal Fabricators \* General Contractors \* Fine Metal Art \* Signage \* FDA Medical Devices

**From:** Colin Crews [mailto:[colin.crews@lacity.org](mailto:colin.crews@lacity.org)]

**Sent:** Thursday, June 06, 2019 3:55 PM

**To:** [REDACTED]

**Cc:** [REDACTED] Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Subject:** Re: Opposition to SB 516

Sorry about that. I meant AB 516. Here is a link, [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200AB516](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB516)

Let's not share on the Chatsworth page at this point. I hope you will be able to attend.

Thanks again.

**Colin Crews**

**Senior Field Deputy**

**Neighborhoods FIRST, director**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

Community Service Center: 818-882-1212

✉: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)



<https://docs.google.com/uc?export=download&id=1VdHK>

On Thu, Jun 6, 2019 at 3:50 PM [REDACTED] wrote:

Yes because the language is confusing... Like having nothing to do with motorhomes, and everything to do with gang activity

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200SB516](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB516)



[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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[REDACTED]



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**From:** [REDACTED]  
**Sent:** Thursday, June 06, 2019 3:38 PM  
**To:** Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)>; [REDACTED]  
**Cc:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>  
**Subject:** RE: Opposition to SB 516

Dear Colin:

We need to know more about SB516. Can you please forward that to us?

Thanks,

[REDACTED]

[REDACTED]



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[REDACTED]

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**From:** Colin Crews [<mailto:colin.crews@lacity.org>]

**Sent:** Thursday, June 06, 2019 1:46 PM

**To:** [REDACTED]

**Cc:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Subject:** Opposition to SB 516

Mr. and Mrs. [REDACTED],

Councilmember Smith asked me to reach out regarding his Resolution opposing SB 516. SB 516 would severely restrict the City's right to tow and impound vehicles for expired registration, parking violations, and unpaid fines. If SB 516 becomes law, it will be devastating to our ability to enforce municipal codes.

The Councilmember is asking key community members to come to the City Council meeting next Tuesday, June 11th to speak in support of his Resolution opposing this proposed legislation. We think your voices would greatly help our efforts to stop SB 516.

Would one or both of you be able to attend the meeting at 10:15 am next Tuesday?

Please let me know. I have copied our Legislative Deputy Stephanie Uy on this email. She can help with any questions you may have.

As always, please feel free to contact me at any time.

Colin

**Colin Crews**

**Senior Field Deputy**

**Neighborhoods FIRST, director**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

<https://docs.google.com/uc?export=download&id=1VdHK>

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**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

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e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

[https://docs.google.com/uc?export=download&id=1opLuAxujpsy\\_XRxsNV4ANpVXI](https://docs.google.com/uc?export=download&id=1opLuAxujpsy_XRxsNV4ANpVXI)

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**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

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e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

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—9800 Block of Canoga Motorhome Encampment Pic #01 Resized 061019.jpg—



—9800 Block of Canoga Motorhome Encampment Pic #02 Resized 061019.jpg—



—9800 Block of Canoga Motorhome Encampment Pic #03 Resized 061019.jpg—





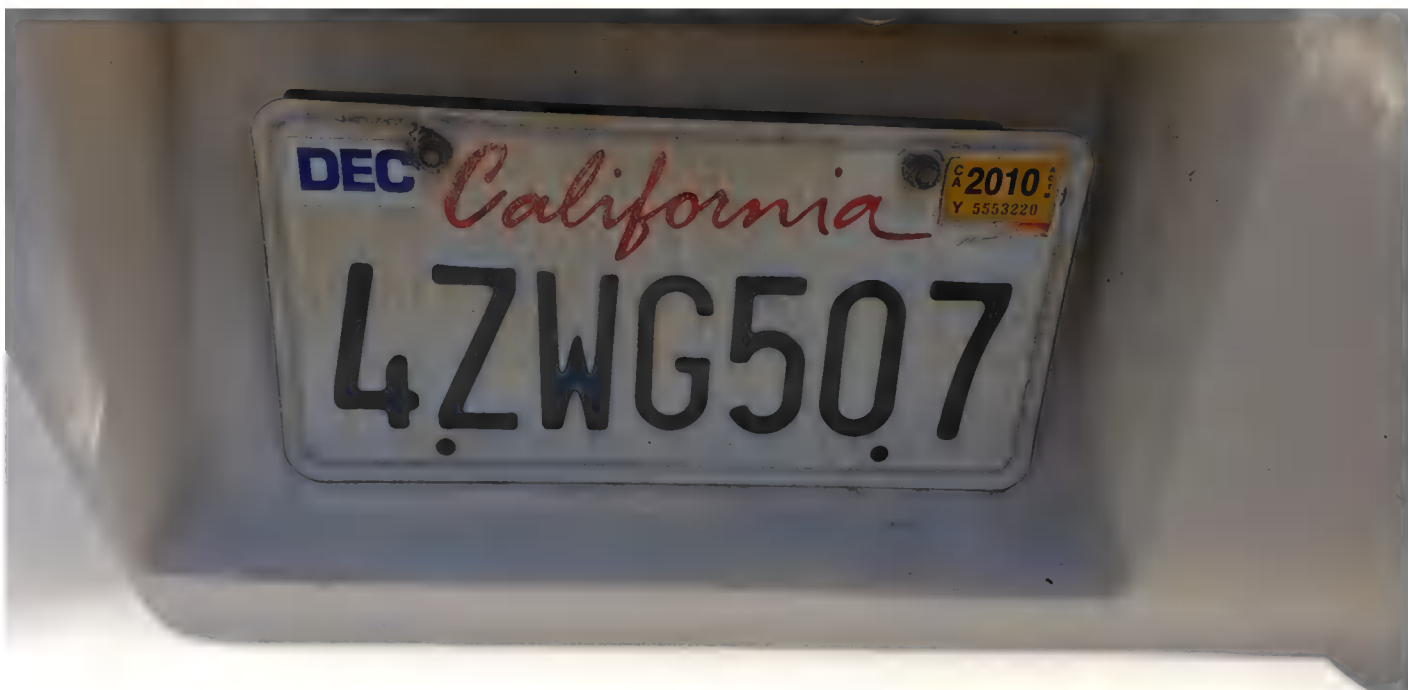
—20200 Block of Prairie Street Chatsworth Burned Out Ford Motorhome Pic #01 Resized 061019.jpg —



—20200 Block of Prairie Street Chatsworth Burned Out Ford Motorhome Pic #02 Resized 061019.jpg —



—20200 Block of Prairie Street Chatsworth Burned Out Ford Motorhome Pic #03 Resized 061019.jpg —



—20200 Block of Prairie Street Chatsworth Burned Out Ford Motorhome Pic #04 Resized 061019.jpg —




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 — Attachments:
 

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20200 Block of Prairie Street Chatsworth Burned Out Ford Motorhome Pic #03 Resized 061019.jpg	97.0 KB
20200 Block of Prairie Street Chatsworth Burned Out Ford Motorhome Pic #04 Resized 061019.jpg	164 KB



**Subject:** City Council Meeting 5/11

**From:** Jessica Strobel <jessica.strobel@lacity.org>

**Date:** 6/10/2019, 3:43 PM

**To:** [REDACTED]

Hi [REDACTED]

Sorry it is so late in the day, but I finally have the community talking points (see attached) for Councilmember Smith's resolution to oppose AB 516 that will be heard in Council tomorrow, **June 11** in the John Ferraro Council Chamber, **Room 340, City Hall**, 200 North Spring St. Los Angeles, CA 90012 at **10 am**.

As a reminder, AB 516 is the bill that will not allow cities to tow vehicles that have:

- 5 or more tickets
- registration that is 6 months or more out of date
- have been in the same location for over 72 hours

If you need more information, [here](#) is the link to the Councilmember's resolution, [here](#) is the link to the CLA's report, [here](#) is the link to the full Council File, and [here](#) is the bill language.

I know you were interested in attending to make public comment and potentially having a few other CNC Board Member's join. Please let me know if you will be able to attend, and if you would like me to arrange parking for you or anybody else, please send over the car **driver, make, model, color, and license plate number**.

Again, I am sorry for the very last minute update. Please let me know if you have any questions or need any other information.

Best,  
Jessie

--

**Jessie Strobel**

Deputy Chief of Staff

Office of Councilmember Greig Smith

Council District 12

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

— Attachments: —

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AB516 Commuity Opposition Talking Points.docx

13.7 KB

**Subject:** Newsletter from Councilmember Paul Koretz (CD5)  
**From:** "Councilmember Paul Koretz" <Paul.Koretz@lacity.org>  
**Date:** 6/14/2019, 5:37 PM  
**To:** "jessica.strobel@lacity.org" <jessica.strobel@lacity.org>

June 14, 2019

Friends,

Summer is here and last week's unseasonable heatwave was a reminder that sudden heat surges, power outages and brush fires happen without warning and so there is no time like the present to best prepare for emergencies. For tips, training and planning ideas, I encourage everyone to explore the Los Angeles Emergency Management Department's website at <https://emergency.lacity.org>. It is full of a wide variety of emergency resources for you, your family and your community.

You can sign up now at [NotifyLA](#) to receive urgent notifications about local emergencies by phone and/or text message. Also, you can text your zip code to the number 888777 to receive alerts and advisories from local law enforcement.

Sincerely,

Paul Koretz

#### IN THE NEWS

**BeverlyPress:** [LA Puts Pedal to the Medal on La Brea](#)

**Streetsblog LA:** [Eyes On The Street: Rosewood's New Converter](#)

**City News:** [L.A. Council Backs Plan to Include All Firearms in Secure-Storage Law](#)

## LEGISLATIVE NEWS

**FROM THE DESK OF JEFF EBENSTEIN**  
DIRECTOR OF POLICY & LEGISLATION

### **WHAT'S THE DEAL WITH SACRAMENTO TRYING TO OVERRIDE LOCAL CONTROL ON HOUSING?**

First, SB 50 threatened to implement mandatory density increases in residential neighborhoods and undermine local zoning laws. Thanks in large part to vocal opposition from Council District 5, that bill has been defeated, for now.

Thankfully, Senator Portantino who serves as the Chair of the Senate Appropriations Committee heard community outcries from up and down the State (both San Francisco and Los Angeles City Councils voted in opposition) and tabled the bill. If the bill doesn't come out of Committee before the end of January 2020, it will be considered killed. But just like a zombie we have to remain vigilant for "gut and amend" versions that can quietly find new life when no one is looking.

So just when we thought we might get a break, Senator Nancy Skinner is running the ball on SB 330, another supply-side housing bill that has managed to survive but that many are calling SB 50's evil twin.

SB 330 would arbitrarily limit how cities address community growth impacts by allowing project applicants to submit a 'preliminary application', which are known to contain too little information for a city to determine the scope of a proposed project or the type of California Environmental Quality Act (CEQA) clearance needed and its true potential environmental impacts.

Additional negative impacts of SB 330 include:

- not producing affordable housing;
- a limit on the number of public hearings needed to vet a proposed project;
- prohibiting the city from imposing parking requirements;
- no integrity for single family zoning; and
- no protection for historic preservation.

Councilmember Koretz believes that authority over land use planning and zoning

laws is the most fundamental of local issues and the City must maintain the ability to make decisions that make sense for local communities and neighborhoods. For the aforementioned reasons, Councilmember Koretz submitted a resolution to have the City formally oppose SB 330.

As was done to oppose SB 50, it is vitally important that you contact your representatives in Sacramento, and urge them to also oppose SB 330.

Please note: not all Senators wish to have a public email address. However, you can submit a comment on legislation on the "comment" page of their website.

Here's how:

Go to <https://www.senate.ca.gov/senators>. Locate the Senator you want to contact and click "contact." This will take you to their comment form. Fill in the form. Click on the "select an issue" drop down box, select "submit a comment on legislation," and type in your comment "OPPOSE SB 330." **Don't forget to hit the OPPOSE button on the page next to the comment section.**

## Gun Violence Awareness Day

Councilmember Koretz joined Councilmembers Krekorian (CD2) and O'Farrell (CD13) for a special City Council presentation on National Gun Violence Awareness Day. They were joined by members of Women Against Gun Violence and California chapters of the Brady Campaign to Prevent Gun Violence, and facilitators of the Mayor's Youth Council to End Gun Violence that has launched the '[Louder Than Guns](#)' new educational campaign to promote gun violence protections. Los Angeles high school students involved in the program are working to inspire action against gun violence across the city by working to provide parents, young people, civic leaders, and all Angelenos tools to push for change and save lives.

Councilmember Koretz praised the efforts and discussed how the daily occurrence of gun violence in our country has become so "normal" that there isn't even time to mourn them all while accidental and mass shootings are increasing exponentially, "Just over the weekend between Virginia, Chicago and Texas, it was deemed the most violent weekend of the year. There are so many mass gun violence issues that we don't even pay attention to them any more. Over my career, I never imagined this getting so much worse."

In addition, the City Council moved forward to support a motion authored by Councilmember Krekorian (seconded by Councilmember Koretz), to require that all firearms, not just handguns, be secured at home in a locked container or disabled with a trigger lock. Councilmembers Koretz and Krekorian have each worked throughout their careers to reduce gun violence and increase protections from accidental gun deaths and suicide and are committed to prioritizing this issue.

## Home- Sharing Ordinance Effective July 1st

On July 1, the City's Home-sharing ordinance will become effective. The initial process for potential hosts to register will be completely online. The Department of Planning will be showcasing an online demonstration at the Planning and Land Use Management (PLUM) committee meeting next week on June 18 at 2:30 p.m. If you would like to be added to any home-sharing email blasts, please direct them to [planning.home-sharing@lacity.org](mailto:planning.home-sharing@lacity.org).

### IN THE COMMUNITY

## A New Light at La Brea and Rosewood

Councilmember Koretz had the pleasure of "flipping the switch" in a ceremonial activation of a new traffic light at the intersection of La Brea and Rosewood Ave. Mid City West Community Council Chair Scott Epstein joined in the event along with Transportation Committee Co-Chair Mehmet Berker, community leaders of the Orthodox Jewish community and representatives from institutions in close proximity to this intersection. This new signal that will automatically change for pedestrians on Shabbat. Thank you to LADOT Officials and all involved for your partnership in making CD 5 a safer place in which to live, drive and walk.

To learn more about this special new bicycle-friendly signal, watch this [VIDEO](#)

## Stop sign installed at Alcott St. & Glenville Dr.

Traffic safety is a priority in CD 5 and this week LA Department of Transportation joined Councilmember Koretz and staff for the installation of new 4-way stop signs on the corner of Alcott Street & Glenville Drive. Thank you to [LADOT](#) for the great work!

## LAPD West LA Division Open House

Councilmember Koretz's staff was thrilled to join West LAPD's officers and command staff at their open house. The festival included police horses, police dogs, jumpers, music from GoCountry 105 radio station, antique police cars, food and fun. All the Senior Lead Officers received City proclamations and posed before the LAPD's End of Watch Memorial Wall.

*Community members Baila Romm and Joseph Cruz at the LAPD West LA Open House to discuss important issues in their communities.*

## **Councilmember Koretz Convenes Interfaith Security Task Force Meetings**

Councilmember Koretz's Interfaith Security Task Force continues to bring together leaders from all faiths and communities.

Taskforce roundtables and informational sessions include representatives of religious institutions and houses of worship along with City and County

staff and members of the Los Angeles Police Department. The discussions continue to lay out future action plans, including multiple education campaigns, that will take place in diverse communities throughout the region. Moderating and hosting the Interfaith Security Task Force is Councilmember Koretz's Director of Public Safety Gregory Martayan, with Valley efforts being led by Field Deputy Christopher Givens and West LA efforts led by Field Deputy Kevin Nahai.



## South Robertson Gets Makeover As Part of Mayor's Great Streets Initiative

In early 2017, Mayor Eric Garcetti announced South Robertson as the recipient of a Great Streets grant, with specific focus on the area between Cadillac and Kincardine, just south of Hamilton High School. The project is an intense collaboration between City partners, community partners and consultant experts. Councilmember Koretz, who represents the west side of the South Robertson project area was thrilled to participate in the project's official ground breaking along with Mayor Garcetti and LA Department of Transportation and

*Councilmember Koretz and members of the Bureau of Street Services, and the Department of Transportation look on as Mayor Garcetti fixes the bolt for a new traffic light that will make South Robertson more safe for pedestrians as part of the Great Streets Initiative.*

members of the SoRo Neighborhood Council. The infrastructure makeover will benefit pedestrians and businesses in the community by bringing SoRO neighborhood some long overdue TLC. To learn more about the South Robertson Great Streets initiative, visit [www.soroblv.d.com](http://www.soroblv.d.com)

## Bel Air Hills Association Annual Meeting

The efforts and successes of Homeowners Associations and Neighborhood Councils is only possible with the cumulative volunteer hours of community members who show up and

make change. That is why Councilmember Koretz was honored to present a Certificate of Appreciation to Wendy Morris of the Bel Air Hills Association for her outstanding volunteer work over the years as past President and Board Member of B.A.H.A. He also enjoyed speaking with all of the board members who attended the Bel Air Hills Association Annual Community Meeting and hearing about the issues and concerns that matter most to their neighborhood. In attendance were members of LAFD Station 109, LAPD Officer Chris Ragsdale, and some of my staff including my Director of Public Safety Greg Martayan, District Director Debbie Dynner Harris, Planning Deputy Hagu Solomon-Cary, and Transportation Deputy Jay Greenstein.

## **Gratitude and Best Wishes For A Happy Retirement, Mo!**

It is with bittersweet sentiment that Councilmember Koretz and staff gathered to honor LADOT's Western District Engineer Mo Blorfroshan on the occasion of his well-earned retirement. Mo has been a truly remarkable public servant, and we are very sorry to see him go but we wish him all the best in this next part of his life adventure. At his retirement party, Councilmember Koretz told Mo, "You've earned the time to pump the brakes, roll to a stop and look back at your time with the Department of Transportation of more than 32 years of service to the people of this City through your rearview mirror. As you travel down life's highway, we wish you good travel, with smooth roads and great scenery and good company along the way." Thanks for everything, Mo, and send us a postcard once in awhile.

## **Valley Beth Shalom Synagogue Opens Community and Enrichment Centers**

Congratulations to the Valley Beth Shalom Synagogue in Encino in celebration of the grand opening of the Howard and Irene Levine Community Center, and the Rosen Learning Enrichment Center. It has been a great endeavor reaching this point, where the community can come together in this beautiful new building.

## **Comstock Hills Annual Fiesta Party**

It is always a pleasure to attend the Comstock Hills Annual Fiesta Party. A special thank you to Jan Reichmann, President of the HOA for all your years of hard work in making and keeping Comstock Hills a beautiful neighborhood!

**LOS ANGELES NEEDS YOU**

## **Los Angeles Police Department Survey**

The Los Angeles Police Department wants to hear from you. The City of Los Angeles

has initiated an anonymous survey seeking input from communities about your experiences with LAPD, attitudes toward service levels, and any opportunities for improvement. This survey is designed to supplement the meetings being held with Neighborhood Council alliances and community police advisory boards. Please take the time to complete the questionnaire so that your feedback can be included in the study. The survey is anonymous, and individual responses will never be shared with LAPD, the City of Los Angeles, or anyone outside of the project team. The responses will be tabulated and a summary of findings will be presented.

<https://www.surveymonkey.com/r/LAPDsurvey>.

## Westside Community Plan Update Workshops

The City is updating Community Plans on the Westside. Consider attending an upcoming workshop to hear initial land-use ideas that the Planning Department has developed after months of collecting community feedback, and you can also offer your own input.

- **West Los Angeles:** June 18, 6:30 p.m. to 8:30 pm at the Henry Medina Parking Enforcement Facility, 11214 W. Exposition Boulevard, Los Angeles, CA 90066
- **Palms – Mar Vista – Del Rey:** June 22, 10:00 a.m. to 12:00 p.m. at the Windward School Gym, 11350 Palms Boulevard, Los Angeles
- **Westchester – Playa del Rey:** June 24, 6:30 p.m. to 8:30 pm at the Westchester Senior Center 8740 Lincoln Boulevard, Los Angeles

Learn more at [www.planningthewestside.org](http://www.planningthewestside.org)

## Updating the Tourism Master Plan

The City of Los Angeles Department of Convention and Tourism Development is conducting a survey about living, working and playing in the City of Los Angeles to better understand the community experience and identify how we can protect, improve and enhance the City's long-term quality of life and economic prosperity.

Please help by taking this 15-20 minute survey: <https://www.surveymonkey.com/r/LATMPCSE>

## Be A 2020 Census Goodwill Ambassador

Do you want to help your community gain the funding and representation it deserves for the next 10 years? Become a Census Goodwill Ambassador and help ensure that everyone in Los Angeles counts in 2020. The Mayor's Office has announced four volunteer training sessions throughout Los Angeles in June. **Learn more [here](#) & Sign up for a training**

session [here](#).

#### NEWS YOU CAN USE

## Help Hire Angelenos

The Los Angeles [Economic & Workforce Development Department](#) is looking for great employers willing to take a chance and help transform lives through employment opportunities. Please see the video below.

## Lawn Be Gone Workshop From DWP - June 22

You're invited to LADWP's Hands on Workshop in Mar Vista on June 15th and June 22nd. This 2-day class will provide instruction on turf removal, plant installation, grading for rainwater capture and water efficient irrigation.

Please register at: <https://lawnbegonedwp.com>

### CD5 Staff Spotlight: Joseph Galloway

What led you to want to work in  
public service?

I wanted to work in public service because I believe in effectuating societal change that improves the quality of life for all members of the general public. Being of service to the community, learning about the structure of local government, and promoting transparency are some of the many reasons why I enjoy my work.

*Joseph Galloway with Congresswoman Karen Bass at her 2017 Congressional Conversations in the Palms Neighborhood where Joseph served as the CD5 Field Deputy.*

**What is your favorite part about working in your community?**

My favorite part about working in my community is organizing community events. We recently celebrated "Pick Pico 2019!" an annual event hosted by the Westside Neighborhood Council. Events that support local businesses and bring the community together have proven to be fruitful and efficacious.

**What are some great projects you are working on?**

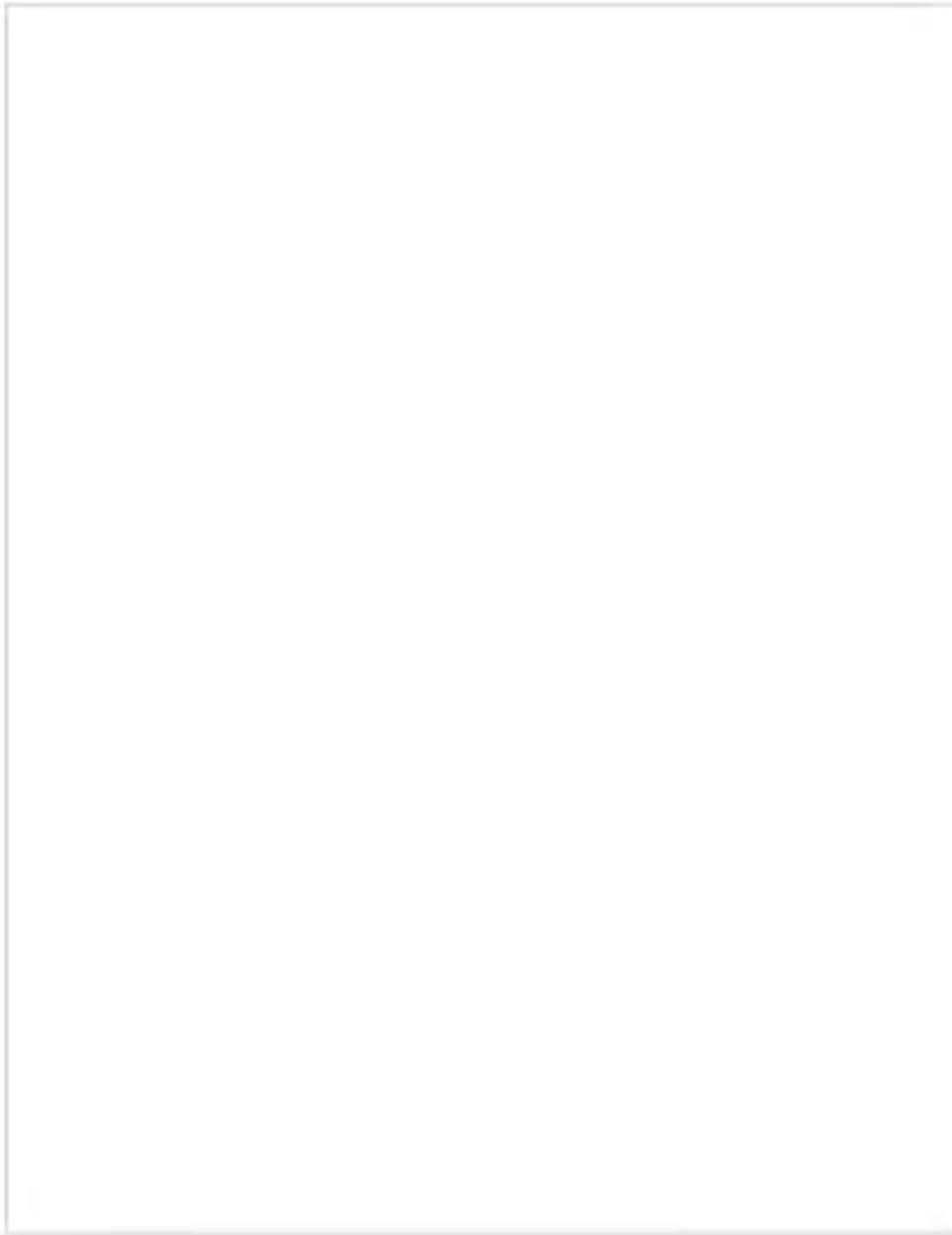
I am working with the Westside Neighborhood Council for their 2nd Annual Safety and Preparedness Fair happening on September 22nd. I'm also collaborating with various City Departments to follow up on much-needed repairs to City sidewalks on Westwood Blvd and improvements to public facilities at Cheviot Hills and Palms Recreation Center.

**SAVE THE DATE**

## Free Concert at Westwood Library - June 23

Friends of Westwood Library and Los Angeles Musical Salon proudly invite you to the kickoff event of the 2019 Concert Series at Westwood Library, 1248 Glendon Ave on Sunday, June 23 at 2:30 p.m. with a free pre-Independence Day concert that is fun for the whole family!

The Los Angeles Police Department's 17-piece swing band, under the baton of Maestro Richard Allen, will be accompanied by singers for a fabulous program of American popular music from the World War II era – in commemoration of the 75th Anniversary of D-Day this month.



After the concert, meet the musicians and enjoy a complimentary reception hosted by **FELLOW Restaurant** and the Friends of Westwood Library.

Admission is free. The event will be held upstairs in the library on a Sunday afternoon when the library is not open for regular business. The library garage will open at 2 pm and parking is complimentary. Concerts last approximately one hour with no intermission. After the concert, meet the musicians and enjoy refreshments hosted by Frida Mexican Cuisine in Westwood Village and the Friends of Westwood Library. [Download the flyer here.](#)

## Adopt Some Love

Looking for a new furry companion? Check out these LA Animal Shelter Dogs, Cats and Rabbits of the Week from the West LA & East Valley City Animal Shelters. Please come meet our animals – they need homes now. The shelters are open Tuesday through Saturday, 8 am to 5 pm and Sunday, 11 am to 5 pm (closed Mondays). Click on any photo below for details.

[Oreo](#)

[Princess](#)

[Creme Brulee](#)

[Stella](#)

## Follow Us

This message was sent to [jessica.strobel@lacity.org](mailto:jessica.strobel@lacity.org) by:

**Los Angeles Councilmember Paul Koretz**

200 N. Spring Street, Rm. 440

Los Angeles, CA 90012

(213) 473-7005



**Subject:** Fwd: CITY TRUNKLINE NORTH PROJECT

**From:** Ron Rubine <ron.rubine@lacity.org>

**Date:** 1/9/2019, 12:07 PM

**To:** Nicole Bernson <nicole.bernson@lacity.org>, Hannah Lee <hannah.lee@lacity.org>

FYI, this is an update from Kerry for the above-mentioned project. As a reminder the area impacted will be along Stranwood from Rinaldi to the 405.

**Ron Rubine**  
**District Director**  
**Councilmember Mitchell Englander**  
**Los Angeles City Councilmember President**  
**Pro Tempore**  
**Twelfth District**  
Community Service Center: 818-882-1212  
City Hall: 213-473-7012  
e: [Councilmember.Englander@lacity.org](mailto:Councilmember.Englander@lacity.org) | w: [www.cd12.org](http://www.cd12.org)

----- Forwarded message -----

**From:** McCorkle, Kerry <[Kerry.McCorkle@ladwp.com](mailto:Kerry.McCorkle@ladwp.com)>

**Date:** Wed, Jan 9, 2019 at 10:28 AM

**Subject:** CITY TRUNKLINE NORTH PROJET

**To:** Ron Rubine <[ron.rubine@lacity.org](mailto:ron.rubine@lacity.org)>

Ron,

I need to circle back around with some new information for you and your Team. I have attached the Project Fact Sheet and CEQA documents (Notice of Intent and Initial Study / Mitigated Negative Declaration)

- The segment of the project that lies in your District runs along Stranwood Avenue, Southeast from Rinaldi down to the 405 Freeway.

- We are slip lining the new Trunkline inside and existing Trunkline. This greatly reduces the community impact
- The CEQA Process is further along than I was previously aware.
  - I have attached the NOI and IS/MND.
  - Please pass these along to your team. We will be happy to respond to any questions you may have.
- If you request a formal briefing, please let me know.
  - We are briefing CD7 tomorrow.
  - A briefing for CD6 is pending.

Best regards,

Mr. Kerry McCorkle

Intergovernmental Affairs Representative

LADWP Legislative & Intergovernmental Affairs Office

Phone: (213)367-2312

Mobile: (213)949-0456

Email: [Kerry.mccorkle@ladwp.com](mailto:Kerry.mccorkle@ladwp.com)

Website: [www.ladwp.com](http://www.ladwp.com)



-----Confidentiality Notice-----

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— Attachments: —

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FACT SHEET_City Trunk Line North_12.14.18.pdf	460 KB
1. CTLN_NOI.pdf	1.9 MB
2. CTLN_ISMND.pdf	4.3 MB

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** Re: Regarding Tract 74478 - Santa Susana Estates

**From:** Valentina Knox-Jones <valentina.knox.jones@lacity.org>

**Date:** 4/3/2019, 4:09 PM

**To:** [REDACTED]

**CC:** Hannah Lee <hannah.lee@lacity.org>, Christine Bustillos <christine.bustillos@lacity.org>

Hello [REDACTED],

My apologies for not responding sooner. I've included this correspondence in the case file for consideration by the Deputy Advisory Agency.

Sincerely,

 CitySeal.p

**Valentina Z. Knox-Jones**, City Planner  
**Department of City Planning**

**T:** (818) 374-5038

6262 Van Nuys Blvd., Room 430

Van Nuys, CA 91401

*Note: Out of the Office Alternating Mondays*

On Wed, Mar 27, 2019 at 11:28 AM [REDACTED] wrote:

Good morning Ms. Bustillos, Ms. Knox- Jones, and Ms. Lee,

Regarding the Proposed plans for [REDACTED]:

We own and operate a firewood business across Topanga Canyon Boulevard from the above-referenced project, and felt it was appropriate to send you this email. We have reviewed the proposed plan presented by Borstein Enterprises. Although the property has been vacant for many years, 18 new home and preservation of the old historical home off Santa Susana Pass Road, it is very appropriate for the site and with the housing crisis, more homes are needed.

As an active business owner and an owner of private residences located across Topanga Canyon

Boulevard to Andora Avenue intersecting at Chatsworth Street, we have witnessed the ongoing transient population up and down Topanga, with illicit activities occurring regularly. It is appropriate given the proximity to Topanga and Stoney Point Park to allow the proposed project to join with the recently developed community and install vehicular gates for security. We are a property owner and active in the community for 35 + years, and want the best for the area, and we feel this project will be a good addition.

Please feel free to contact me if I may be of any assistance in regards to the above-referenced matter.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** Re: 459 HOT PROWL

**From:** Alfonso Mendoza <30905@lapd.online>

**Date:** 4/17/2019, 6:22 AM

**To:** Darren Holst <27398@lapd.online>, Maureen Ryan <25831@lapd.online>, Christopher Ruiz <27728@lapd.online>, Deborah Myers <34498@lapd.online>, "matthew.hernandez@lacity.org" <matthew.hernandez@lacity.org>, Hannah Lee <hannah.lee@lacity.org>

Great work.

AL MENDOZA, Captain  
Commanding Officer  
Topanga Patrol Division  
(818) 756-2880  
30905@lapd.online

---

**From:** Darren Holst

**Sent:** Wednesday, April 17, 2019 6:20:12 AM

**To:** Maureen Ryan; Alfonso Mendoza; Christopher Ruiz; Deborah Myers; matthew.hernandez@lacity.org; Hannah Lee

**Subject:** 459 HOT PROWL

**HOT PROWL 459**

**INCIDENT:** 190417000263

**DATE & TIME:** 4-17-19/0149

**TYPE OF WEAPON:** N/A

**NO. OF VICTIMS:** 2

**INJURIES:** No

**GANG RELATED:** No

**LOCATION:** 21100 Gault St

**SUSPECT(s) IN CUSTODY:** Yes

**NO. OF SUSPECTS:** 1

**TYPE OF INJURIES:** N/A

**NOTIFICATIONS:** Email ACO, PCO, DCO, CC

**COMMENTS:** Victims (Elderly married couple) wake to noise in kitchen discovering Suspect (adult male Hispanic Joseph Jimenez CII#A36465690) who climbed through kitchen window (normally left open). Suspect, under the influence of unknown substance(s), spoke incoherently, then left out front door, with Victims cell phone. Victims called 911. Victims meet responding Officers providing detailed description of Suspect. Within minutes, Officers locate Suspect nearby. Victims positively identify Suspect and their cell phone in field show-up. Suspect is a known local transient with extensive criminal history.

**RD:** 2146

**CD:** Smith

**SLO:** DAO

Sergeant I Darren E. Holst  
Serial No. 27398  
Los Angeles Police Department  
Topanga Division Watch 3 Patrol  
21501 Schoenborn Street



Canoga Park, CA, 91304  
819-756-4811

Email [27398@LAPD.online](mailto:27398@LAPD.online)

**Subject:** Why hasn't anyone responded to the NC lack of representing the Stakeholders

**From:** [REDACTED]

**Date:** 5/3/2019, 4:56 PM

**To:** "Hannah.Lee@lacity.org" <Hannah.Lee@lacity.org>

This is a copy of the text I sent to Representative Greig Smith. This is a real concern of the community for the NC are ineffective and a rubber stamp of the City Council. You might say, nah, that's not true, open the links to the committees- bring eye drops for its an eyesore

Thanks

**Attachment copies:**

Good morning again Greig

First is it Greg or Greig. My apologies if misspelled

I went to the Chatsworth NC "Community Enrichment Committee" meeting last evening as ■ Stakeholder. Unfortunately that name has nothing to do with Chatsworth "enrichment" per their charter of responsibilities, as explained by the Enrichment Committee Chair

This committee for the choice of better term is now named "Homeless Awareness"

They had ■ Fair last week and complained no one from the community was there- I wasn't surprise they weren't there for the actions were to hand out fliers with various city groups their to explain the homeless population.

As to Homeless I asked "do you know how many homeless are actually from the Los Angeles area? They were baffled by the question. I conveyed that I had briefly researched the massive influx into LA and the policies of our City Council; policies that have encouraged the inflow of Homeless from everywhere. Greater than 70% of Homeless are not from our Los Angeles area-As an ignorant citizen why not come here when so many 1- free things are offered, 2- law enforcement looks the other way and the results- 3-rampant bio-hazards now including 4-Drug infestation, 5-Drug needles and partially unspent hypodermic, then add 6-Urinating and 7-Defecating on the public streets. How can this happen- The chair didn't have an answer. why? "That wasn't their function."

As a footnote, I was hiking at Chatsworth park south recently. A Transient sat there by the main building smoking pot, drinking from ■ paper sack swearing- FU, F-off, Shit, piss on you, and on and on to women, me, whoever was in the are- he was claiming "his" turf . Two women with baby carriages with babies were there. When he wouldn't stop, I finally called LAPD.

When LAPD finally arrived they brushed it off and said there's nothing they can do about it. The policies of City Council are directing them over the laws on the books. Brevity from me: Vagrancy, smoking in parks and public areas, burglaries and breakin's; while people go to work its now open season for Transients/vagrants to walk amongst the residential streets casing..... If I hadn't been adamant in "do something" they would have done nothing. LAPD finally met the guy and told him don't come back and apparently explained consequences. By the way, that Transient and others are living, defecating on the hiking trails- how can you as ■ Chatsworth resident find this acceptable and in a Park no less

Back to Enrichment? When I conveyed to the Chair we are not here to rubber stamp Council policies and actions, but to convey honestly our community concerns to our City Council representative, I was once again told that's not their responsibility of this committee. Really?

A discussion on voter turnout came up. where 2019 had a 2% voter turnout for NC elections. When I brought this up, the Chair became perturbed and said we're doing a great job, last year 400 voters, this year 900-900 voters equates to approximately 4% of potential Chatsworth voters- I call that graciously dismal

When I questioned them on what is the Committee doing as an advocate of the community, related to the Transients inundating our community, the Chair tersely said again "that's not their job"- "their job is to create an awareness." I told them, we the community are fully aware of the Transient/homeless population that has overwhelmed our community and degraded it- Again bad justification, "that's not our job"

I conveyed, that the Charter of NC's is to promote our community and be that advocate on issues within- blank stares. We are not set up to blindly agree with the City Council. If we find something detrimental to Chatsworth, that is the role of the NC- to bring it to the attention of our Council Rep that we do disagree and why- The blank stares of "huh" told me their conviction

I then broached the issues of NC Agendas and Meeting Minutes virtually non-existent (see prior email where I provided links to you on each NC committee within Chatsworth), they once again became defensive. I asked, how can the community understand how you are representing us on issues if the 1-Agendas are cryptic, 2- Meeting Minutes not provided and the few that are, are essentially approving monetary expenditures and no explanations or rationale. The worst of it a 3-Plethora of meetings cancelled for lack of a quorum- these omissions date back years, not months and the majority of meeting cancelled for lack of a quorum; even last nites meeting was going to be cancelled until I reminded them 3 of 5 were there "isn't that a quorum? Oh yeah"

When the chair of this "Enrichment committee couldn't/wouldn't provide those answers, here was his answer- Quote" **by law we don't have to publish Meeting minutes**". At that point I got up and told the committee. "I need to go. I've determined I'm wasting my time and my personal time is valued by me".

When I left I said to myself I should have stayed home and talked to the Wood Pile, for I would have gotten the same participation and answers until I lit a match

Subsequently I've gone to other NC sites to see if the Chatsworth site was an anomaly- its not

How can our community, Chatsworth, be properly represented if the various Chairs do not require their committee members to participate, let alone be that advocate of our community- All I've seen by the few minutes actually published expenditures for Kiwansis, fishing trips, retreats. Where is the money actually going into Community revitalizing.....

I write this for I need to know how this can change. The City has paid the Director of Empower Los Angeles, Gracie Lui and her staff of 27 salaries for decades and this is the best they offer. For years the Empowerment group was to have revised the standards of conduct; years and its still under

amendment after the 2015 supposed update

Take a look around Chatsworth- all of it, even to the western/northern hills of the Santa Suzanna mountains-

1- look up the known name of the "Native Sleeping" and see the houses built into those once pristine hills- is that the Chatsworth you advocate.

2- There's also 12 spires called the 12 prophets in the Chatsworth Lake Manor area looking northward, now pox-marked with houses

2- then take a look at the Storefronts along Devonshire, where no culture representation of the beginning/evolution of Chatsworth exists- just tired buildings- where's the grant money for Chatsworth to change those storefronts similar to all the cash provided to Canoga Park and Reseda;

3-Simple facades and a community development of once a month/twice a month, Friday eves along Devonshire, curbside and a lane divided off, to have neighbors meet neighbors, vendors only, local vendors within that Chatsworth meet/greet/develop camaraderie/become real neighbors again;

4-where LAPD walks among us on those Fridays, and people see, like we use to, and all have a laugh together, and really come to thanking them for that "protect and serve" I grew up with; that LAPD is and once again becoming our neighbors in unity

I've gotten lengthy as it appears by actions, not the empty words, that little at best, but nothing really of substance is occurring

It starts at the top of the NC's and that is Gracie Lui with her 27. It flows down ward as her policies and actions or non-actions set that table. Take a look at Gracie's weekly letter. She on the road to other cities touting successes and "hoping you are all well". How can we "all be well" when this indifference in her groups action occurs, by her policies and/or the City Council's as well

How can the City Council by charter allow this to occur without any accountability

Candidly, if this is the best NC's are and will be offering on our behalf, I would like to know when I can speak before the City Council on the Neighborhood Councils. For by appearance NC's have become just another approval arm of the City Council

I grew up in Chatsworth and must advocate for change, real change. I jokingly, but seriously tell people I grew up in Chatsworth and had a Modern Day Tom Sawyer's life of innocence and fun. Chatsworth is now surrounded by Pot shops, liquor stores and indifference. Is that the community you would tell people, "come to Chatsworth, raise your children here in a real wholesome environment"

Yes, tell me what I need to do, so that you can help me, help you, help our community, as the NC hasn't in practice done that for years

Sincerely,

A black rectangular redaction box covering the signature area.

**From:** [REDACTED]  
**Sent:** Monday, April 22, 2019 9:03 AM  
**To:** councilmember.smith@lacity.org  
**Subject:** A typical of how the Chatsworth NC operates

morning Greg

Attached I've taken the links of the various committees for the Chatsworth Neighborhood Council. its atrocious how they portray they represent the residents of Chatsworth. Its not an anomaly. Please have someone click the various committee links. Agendas cryptic, meetings cancelled as a practice, meeting minutes the few that are published can you id what occurred for clarity; most importantly most Committee meetings canceled- we show up and no one is there- all the way back to 2013 and prior

How does that represent us?

With a below dismal voter turnout expected at 2% or less, and indicator even the Councils don't care by their published lack of ....; that doesn't care, transcends to voters, who now are non-voters

Let me know how I can help

thanks

A big By-the-Way: Stick around for awhile would you 😊

[REDACTED]

Sent from [Mail](#) for Windows 10

**Subject:** Fwd: Letter from John Choi RE: Implementation of LA's Home Sharing Ordinance

**From:** Nicole Bernson <nicole.bernson@lacity.org>

**Date:** 5/21/2019, 12:15 PM

**To:** Hannah Lee <hannah.lee@lacity.org>

Prob meant for you 😊

----- Forwarded message -----

**From:** [REDACTED]

**Date:** Tue, May 21, 2019, 11:59 AM

**Subject:** Letter from John Choi RE: Implementation of LA's Home Sharing Ordinance

**To:** [REDACTED]

Hello,

Please see the attached letter, sent today, from John Choi, Head of Policy for Airbnb in Los Angeles, to Vince Bertoni regarding the implementation of the City's Home Sharing Ordinance. Also attached, are previous letters sent on April 12 and February 26.

Best,

[REDACTED]

— Attachments: —

LA Ordinance Implementation - Airbnb Letter May 21 .pdf

389 KB

**Subject:** Re: [REDACTED]

**From:** Valentina Knox-Jones <valentina.knox.jones@lacity.org>

**Date:** 5/30/2019, 11:49 AM

**To:** [REDACTED]

**CC:** "hannah.lee@lacity.org" <hannah.lee@lacity.org>, [REDACTED]

Christine Bustillos

<christine.bustillos@lacity.org>, Michelle Levy <michelle.levy@lacity.org>, [REDACTED]  
[REDACTED]

Good morning [REDACTED]

Hope you're doing well. Attached is a digital copy of the determination letter - the physical copy is en route in the mail.

The Zone Change case is accepted on the CPC agenda for Thursday 6/27/2019. The meeting will be in the Van Nuys City Hall building in the morning, I will send a copy of the agenda when it is available. The staff report for the Zone Change case will be posted on our website approximately one week before the CPC meeting.

Sincerely,

CitySeal.p

**Valentina Z. Knox-Jones, City Planner**  
**Department of City Planning**

**T:** (818) 374-5038

6262 Van Nuys Blvd., Room 430

Van Nuys, CA 91401

*Note: Out of the Office Alternating Mondays*

*Walk-ins are now being directed to make appointments. Former walk-in appointments may be scheduled online. No hours will be available on Mondays, Wednesdays, or Thursdays.*

1. *You can schedule an appointment for permit clearances or joint referral forms for Mulholland or for general inquiries [here](#). We are currently booked months in advance-- you are encouraged to check back with this link to see if earlier appointments have opened.*
2. *For Mulholland Specific Plan Appointments for the filing of a new case, [please click here](#). For these appointments also, we are currently booked months in advance-- you are encouraged to check back with this link to see if earlier appointments have opened.*
3. *Information on the Mulholland Specific Plan (plan text, design guidelines, clearance matrix, filing instructions and more) is here: <https://planning.lacity.org/complan/specplan/sparea/mulholpage.htm>*
4. *You may also contact [Planning.MulhollandSPinfo@lacity.org](mailto:Planning.MulhollandSPinfo@lacity.org), which emails the entire Mulholland team, with questions.*

On Wed, May 29, 2019 at 7:58 PM [REDACTED]

wrote:

Ok, thank you

**From:** Valentina Knox-Jones <[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>

**Sent:** Wednesday, May 29, 2019 5:12 PM

**To:** [REDACTED]

**Cc:** [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org); [REDACTED]

[REDACTED] Christine Bustillos <[christine.bustillos@lacity.org](mailto:christine.bustillos@lacity.org)>; Michelle Levy <[michelle.levy@lacity.org](mailto:michelle.levy@lacity.org)>; [REDACTED]

**Subject:** [REDACTED]

Hi [REDACTED]

The letter will be in the mail tomorrow. Once the mail courier has taken the letters, I'll send a digital copy over. That should be sometime before lunch.

Sincerely,



**Valentina Z. Knox-Jones**, City Planner  
**Department of City Planning**

**T:** (818) 374-5038

6262 Van Nuys Blvd., Room 430

Van Nuys, CA 91401

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4. You may also contact [Planning.MulhollandSPinfo@lacity.org](mailto:Planning.MulhollandSPinfo@lacity.org), which emails the entire Mulholland team, with questions.

On Wed, May 29, 2019 at 3:09 PM [REDACTED] wrote:

Hi Valentina,

Just checking in again regarding the status of the decision letter.

Regards,

[REDACTED]

**From:** Valentina Knox-Jones <[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>

**Sent:** Tuesday, May 14, 2019 4:14 PM

**To:** [REDACTED]

**Cc:** [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org); [REDACTED]

[REDACTED] Christine Bustillos <[christine.bustillos@lacity.org](mailto:christine.bustillos@lacity.org)>; Michelle Levy <[michelle.levy@lacity.org](mailto:michelle.levy@lacity.org)>; [REDACTED]

**Subject:** Re: [REDACTED]

Hi [REDACTED]

I understand that it's frustrating but unfortunately the final decision letter is reviewed by the Senior in the office and the DAA herself. I am uncomfortable advising you on the conditions of approval before the letter comes out, as it may change during the review process.

Sincerely,

CitySeal

**Valentina Z. Knox-Jones**, City Planner  
**Department of City Planning**

**T: (818) 374-5038**

**6262 Van Nuys Blvd., Room 430**

**Van Nuys, CA 91401**

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- 4. You may also contact [Planning.MulhollandSPinfo@lacity.org](mailto:Planning.MulhollandSPinfo@lacity.org), which emails the entire Mulholland team, with questions.*

On Mon, May 13, 2019 at 11:26 AM

wrote:

Valentina,

Is there any way we can communicate with you ahead of the 28<sup>th</sup>? There are several items directly impacting our final design (i.e. internal trails, tree preservation and Bee Canyon sidewalk/parkway design), that are hold up our plans and we are trying to keep our engineer moving on the final drawings.

We are already many months behind schedule and we are hoping to keep them moving so we can submit to BOE soon after the PCP hearing.

Even if it was a phone call, we would appreciate the input so we can keep thing moving.

Thank you,

[REDACTED]

**From:** Valentina Knox-Jones <[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>

**Sent:** Friday, May 10, 2019 1:38 PM

**To:** [REDACTED]

**Cc:** [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org); [REDACTED]

[REDACTED] Christine Bustillos <[christine.bustillos@lacity.org](mailto:christine.bustillos@lacity.org)>; Michelle Levy <[michelle.levy@lacity.org](mailto:michelle.levy@lacity.org)>; [REDACTED]

**Subject:** Re: [REDACTED]

Hi [REDACTED]

My goal is to have the letter mailed by 5/29 to ensure that the appeal "time to act" lines up with the June CPC date.

Sincerely,

**CitySeal** **Valentina Z. Knox-Jones**, City Planner  
**Department of City Planning**

**T:** (818) 374-5038

6262 Van Nuys Blvd., Room 430

Van Nuys, CA 91401

*Note: Out of the Office Alternating Mondays*

On Thu, May 9, 2019 at 10:21 PM [REDACTED] wrote:

Hi Valentina,

Can you please give me an idea of when we will receive the letter?

I have my engineer and other consultants on hold waiting for your response.

I'm hoping it will be within the next week if possible.

Thank you,

[REDACTED]

**From:** Valentina Knox-Jones <[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>

**Sent:** Tuesday, May 7, 2019 2:28 PM

**To:** [REDACTED]

**Cc:** [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org); [REDACTED]


[REDACTED] Christine Bustillos <[christine.bustillos@lacity.org](mailto:christine.bustillos@lacity.org)>; Michelle  
Levy <[michelle.levy@lacity.org](mailto:michelle.levy@lacity.org)>; [REDACTED]

**Subject: Re:** [REDACTED]

Hi [REDACTED]

Thank for the previous response and the email regarding the noise barrier. I will review these with Michelle in advance of the tract decision letter being issued.

Sincerely,

 **Valentina Z. Knox-Jones**, City Planner  
**Department of City Planning**

**T:** (818) 374-5038

6262 Van Nuys Blvd., Room 430

Van Nuys, CA 91401

*Note: Out of the Office Alternating Mondays*

On Mon, Apr 29, 2019 at 1:01 PM [REDACTED] wrote:

Hi Valentina,

Since you cannot make yourself available to meet with my team and me, the following are where we hope we end up in the discussions:

The noise consultant and the MND preparer are discussing an appropriate adjustment to the MND language and should have something to you shortly.

In light of the upcoming hearing and our internal planning we would appreciate some feedback on the direction planning staff is taking regarding several conditions. The following are what we would like to propose. Can you please respond and let us know if this is acceptable or not, or you may modify. Can we agree on the following conditions:

1. Trails - (Staff Recommendations and various conditions) - State that an additional 10' wide trail will be added along the rears of lots 6 through 13 and the setbacks for the paddocks associated with those lots will be reduced to accommodate this trail. An opening in the Bee Canyon trail fence will be added between lots 6 and 13 allowing better access to the trails from lots located west of Bee Canyon. Furthermore, the homes on lots 2, 4, 15, and 18 will be reversed to make the side yard equestrian path in a location closer to the nearest trail access point.
  - a. (Condition 23. f. & 25.a.) Add a condition regarding the existing sewer line under the horse trail adjacent to lot 1 – stating that the manhole located at the north terminus of trail be protected by a fence to avoid any conflict with equestrian traffic and that this fence line be added to the TTM and addressed in the CC R's.
  - b. Lot 1 shall provide direct access from paddock area to the Bee Canyon Trail
2. (Staff Recommendation & Condition 23.d.) Gates – that the project be allowed to move forward with gates as shown on the TTM, subject to standard planning, BOE and Fire Department conditions for private gated access
3. Private Streets – (Condition 23.c.) – clarify this condition per the discussion at the hearing with BOE and Applicant Civil Engineer. I believe there is an inconsistency from the BOE recommendation letter and the staff report that was clarified at the hearing to state that there would be a 5' sidewalk and a 4' parkway along the West Side of Bee Canyon.



4. (Condition 23.g.) remove the second sentence in its entirety.
5. (Condition 23.i.b.) remove sections ii & iii
6. (Condition 25.b.) remove sections ii, iii and last paragraph of this section
7. (MM-Noise-2) – MND and or Noise Consultant will provide updated language
8. (SF-2) This Planning Condition be modified to say “That a landscape plan, consistent with the conceptual plan submitted to Planning dated September 6, 2018, be submitted to and approved by the Advisory Agency in accordance with CP-6730 prior to obtaining any grading or building permit and before the recordation of the final map. [Delete next sentence regarding 1:1 replacement]. Add in that applicant will make efforts to save as many existing non-protected trees as feasible, but specifically trees identified in the tree report as Trees no. 12, 13, 17, 18, 22, 32, 75, 101, 106, 109, 112 and 113.
9. Condition S-3 - Dark Sky’s - Make it clear that although the tract will comply with all street lighting requirements along Santa Susana Pass Road, the internal private streets are part of a dark sky’s neighborhood and shall not have street lights installed.
10. Update Findings of Fact on page 32 and 33 of the Staff report to reflect the changes referenced above.

I believe this covers the bulk of the outstanding issues discussed. Please let me know if you have any other open items in the staff report that weren’t covered above.

I look forward to your response.

Best regards,

[REDACTED]

**From:** Valentina Knox-Jones <[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>

**Sent:** Thursday, April 25, 2019 5:56 PM

**To:** [REDACTED]

**Cc:** [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org); [REDACTED]

[REDACTED] Christine Bustillos <[christine.bustillos@lacity.org](mailto:christine.bustillos@lacity.org)>;

Michelle Levy <[michelle.levy@lacity.org](mailto:michelle.levy@lacity.org)>

**Subject:** Re: [REDACTED]

Hi Erik,

Thank you for your response. At this point, I do not believe we need another meeting. Please keep me informed whether your noise consultant can provide a substitute mitigation utilizing a different noise barrier material or product.

Sincerely,

**CitySea** **Valentina Z. Knox-Jones**, City Planner  
**Department of City Planning**

**T:** (818) 374-5038

6262 Van Nuys Blvd., Room 430

Van Nuys, CA 91401

*Note: Out of the Office Alternating Mondays*



On Wed, Apr 24, 2019 at 6:35 PM [REDACTED] wrote:

Hi Valentina,

Thank you for your response. I hope you're feeling better.

Your response didn't cover all of the outstanding issues and we would appreciate discussing all items in person.

Regarding your latest trail comment,

Our suggested solution leaves only 3 out of 18 lots with paddocks that have a conditions where a horse owner would have to walk 200 to 300 feet on a private closed loop residential street to the trail. Aside from the reasons listed earlier adding the trail along the back of lots 1 – 4 is not practical for several reasons including: a) it creates a condition of cross lot drainage, b) the trail would have to traverse up a 4 foot slope along the rears of lots 2 and 3 caused by saving protected trees (look at sheet 1 of the TTM attached), and c) the trail will impact three trees (including two protected trees) that we are proposing to be saved. Lastly, there is no code section or guideline requiring direct trail connectivity to every lot. Please consider and accept our suggestion.

Regarding the noise issue, I am working with our Noise consultant at this time to come up with a practical solution to this issue. Can we just keep the Mitigation Measure in the document, but add the following language to the condition "or modified per section 112.05 of the LA Municipal Code"

We would appreciate meeting in person in your office to go through all of the outstanding issue and try to get on the same page on all the remaining issues?

I will make time available at your convenience.

Thank you for your consideration,

[REDACTED]

**From:** Valentina Knox-Jones <[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>

**Sent:** Tuesday, April 23, 2019 6:35 PM

**To:** [REDACTED]

**Cc:** [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org); [REDACTED]

[REDACTED] Christine Bustillos <[christine.bustillos@lacity.org](mailto:christine.bustillos@lacity.org)>;

Michelle Levy <[michelle.levy@lacity.org](mailto:michelle.levy@lacity.org)>

**Subject:** Re: [REDACTED]

Hi [REDACTED]

Hope you're doing well. My apologies for the delayed response, I was out sick on Friday and was not in the office yesterday. I reviewed the submitted materials with both Michelle and Sarah, the Senior CP in the office and the DAA acting on this case, and we believe the materials are definitely a step in the right direction regarding the horse connectivity. However, lots 2-4 appear to still be lacking connectivity options, and riders on those lots would need to travel a distance of approximately 200-300 feet in the street in order to access the Bee Canyon trail, thereby creating a horse/vehicle conflict.

In regards to the noise mitigation, unfortunately we would need to have a mitigation replacement which reduces the noise by the same amount as the 14-foot fences identified by the environmental consultants. For the purposes of CEQA, the threshold is whether the project exceeds the standards established in the local noise ordinance. The noise study indicated that the project would exceed the noise ordinance. Therefore, we need a mitigation or an MND can't be utilized. As the project is slated for the 6/27 CPC date, the LOD for the tract will be issued late May and we'll need to resolve this issue in the next week or so.

Sincerely,

**CitySeal** **Valentina Z. Knox-Jones**, City Planner  
**Department of City Planning**

**T:** (818) 374-5038

6262 Van Nuys Blvd., Room 430

Van Nuys, CA 91401

*Note: Out of the Office Alternating Mondays*

On Fri, Apr 19, 2019 at 11:39 AM [REDACTED] wrote:

Hi Valentina,

Happy Good Friday!

Not sure if the City is open today or not, but hoping to receive an update today.

[REDACTED]

**From:** Valentina Knox-Jones <[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>

**Sent:** Tuesday, April 16, 2019 5:33 PM

**To:** [REDACTED]

**Cc:** [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org); [REDACTED]

[REDACTED] Christine Bustillos <[christine.bustillos@lacity.org](mailto:christine.bustillos@lacity.org)>

**Subject:** Re: [REDACTED]

Hi [REDACTED]

Hope you're doing well. Yes, I had a productive chat with Sarah this morning and need to follow up on a few things with our Senior CP. I'll let you know by the end of the week if we need anything additional for the file.

Sincerely,

**CitySeal** **Valentina Z. Knox-Jones, City Planner**  
**Department of City Planning**

**T: (818) 374-5038**

**6262 Van Nuys Blvd., Room 430**

**Van Nuys, CA 91401**

*Note: Out of the Office Alternating Mondays*

On Tue, Apr 16, 2019 at 2:29 PM [REDACTED] wrote:

Hi Valentina,

Just checking in again, hoping we will get feedback this week from the Advisory Agency this week.

Thank you,

[REDACTED]

**From:** Valentina Knox-Jones <[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>

**Sent:** Friday, April 5, 2019 3:39 PM

**To:** [REDACTED]

**Cc:** [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org);

**Subject:** Re: [REDACTED]

Hi [REDACTED]

Thank you for the materials you submitted. Sarah has been out of the office and will be back in on the 11th. I hope to meet with her and submit these materials to her by then but I'm sure she'll be busy - I might not reach out to you until the week of the 15th. Normally we take cases under advisement and give the applicants a deadline to provide materials in order to assure applicants provide items within a timely manner. If Sarah decides that the materials are not sufficient, I am sure she'll ask me to reach out and request more materials. Until then I can't provide you with any updates.

In regards to the noise mitigation, your consultant indicated that this mitigation was needed to reduce the noise by 13 decibels. Substituting mitigation measures is fairly common - we'll just need clarification that the substitution will continue to reduce noise by the same amount. Please provide evidence that a 6 foot wall can reduce the construction noise by 13 decibels.

Sincerely,

 CitySeal

**Valentina Z. Knox-Jones, City Planner**  
**Department of City Planning**

**T: (818) 374-5038**

**6262 Van Nuys Blvd., Room 430**

Van Nuys, CA 91401

*Note: Out of the Office Alternating Mondays*

On Fri, Apr 5, 2019 at 10:44 AM [REDACTED]  
wrote:

Hi Valentina,

I am still hoping to have a conversation with you about the other open items relevant to the Advisory Agency (trails, gates, noise mitigation, etc.).

Attached is an overlay we had created that may give you a better understanding of the tree situation.

Note that this exhibit does not have grades or tree health depicted so it is only two dimensional, but this plan, and the trees identified were prepared with the guidance of the arborist and civil engineer and were covered in the MND.

This shows saving 11 additional non-protected trees and potentially one juvenal oak tree on lot 5 if it isn't negatively impacting the historical house. This can be evaluated by the historical architect when we get to that phase of the development.

I understand you take every other Monday off so I am concerned we aren't going to communicate between now and Tuesday (which is the end of the 2 week advisory period) and feel uncomfortable that we are potentially not on the same page.

Can you please provide me with some time to discuss the other issues.



Regards,

[REDACTED]

**From:** Valentina Knox-Jones <[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>

**Sent:** Thursday, April 4, 2019 1:55 PM

**To:** [REDACTED]

**Cc:** [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org); [REDACTED]

**Subject:** Re: [REDACTED]

Hi [REDACTED]

Just to make sure we're on the same page, I took the two docs and highlighted a couple of trees. On the tree report site plan, it appears that 104, 106, 121, 122, 123 are on a different property.

However, the survey shows all those trees as being contained within the subject site. I think perhaps when the tree report was prepared, perhaps they highlighted trees based on the survey, copied those to the site plan, but those elements weren't at the same scale. Can you contact the Arborist who prepared the report to confirm?

Since the DAA took the case under advisement to consider the removal of trees and to identify which could be saved, we'll need this document to reflect the build conditions.

Sincerely,



**Valentina Z. Knox-Jones, City Planner**  
**Department of City Planning**

**T: (818) 374-5038**

**6262 Van Nuys Blvd., Room 430**

**Van Nuys, CA 91401**

*Note: Out of the Office Alternating Mondays*

On Thu, Apr 4, 2019 at 11:54 AM [REDACTED]  
wrote:

Hi Valentina,

I reviewed the Tree appendix exhibit you referenced and don't understand your comment. I know some of the trees appear in the exhibit to be off the site, but this is only because the trees are clustered around some of the edges of the site and the numbers would be illegible to read if it were so precise.

This is a commonly used form of this exhibit and has been preliminarily reviewed by the Department of Urban Forestry. Also, usually the protected tree locations are specifically surveyed and shown on an engineered survey, and the non-protected trees are identified in close approximate locations based on aerial photos and walking the site. Please see the attached page 3 of the TTM showing more clearly the tree locations. I hope this resolves your concern. Also, because it is not common to specifically survey the locations unprotected trees, now that we are proposing saving non-protected trees in closer proximity to structures, we are asking (in the last paragraph of the April 3<sup>rd</sup> correspondence) for some ability to make adjustments to the final building footprint locations to account for these unprotected tree being slightly off from locations shown on the TTM.



I have left you a voicemail and would kindly appreciate going through this issue and other issues referenced in my correspondence in person or on the phone prior to next Tuesday so we can be on the same page.

We would appreciate it if you could let us know a time when you are available.

Thank you,

[REDACTED]

**From:** Valentina Knox-Jones <[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>

**Sent:** Wednesday, April 3, 2019 4:53 PM

**To:** [REDACTED]

**Cc:** [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org);

[REDACTED]

**Subject:** Re: [REDACTED]

[REDACTED] - please see Sarah's email from 3/29 and refrain from including her on emails - she is the decision maker and applicants are not allowed to contact decision makers directly. I'll print out this correspondence for the case file.

Also, please note the tree survey appendix appears to be incorrectly aligned with the boundaries of the property line - can you please revise?

Sincerely,

CitySea

**Valentina Z. Knox-Jones, City Planner**  
**Department of City Planning**

**T: (818) 374-5038**

6262 Van Nuys Blvd., Room 430

Van Nuys, CA 91401

*Note: Out of the Office Alternating Mondays*

On Wed, Apr 3, 2019 at 4:08 PM [REDACTED]

wrote:

Dear Valentina,

[REDACTED]

Thank you Valentina and Christine for preparation of the comprehensive Staff Report. And thank you Sara for conducting a meaningful and valuable hearing. We appreciate the Advisory Agency taking this case under advisement for the two weeks after the hearing date, allowing submittal of additional information addressing discussion points made during the meeting.

We feel the project reflects the Chatsworth community and the wishes of the surrounding neighborhood. Since last Tuesday, we have been looking on ways to address concerns brought up at the hearing to work toward consensus. We would like to offer the following:

## Tree Preservation

After careful analysis of the proposed site improvements and existing tree conditions, we have been able to modify our grading, infrastructure and building locations to save an additional 11 existing mature trees. These trees are located within Lot 5 and in the western portions of the site. We can retain the following additional trees: #12, #13, #17, #18, #32, #68, #75, #105, #106, #110, and #112 as identified in the tree report and VTTM. The 11 trees listed above will require some minor adjustments to grading and ADU placement, but nothing dramatic. Also, we will be relocating 4 mature Canary Palms on site to the entry. The California Pepper is the most common tree being removed, and although beautiful, is more messy, harder to landscape under, and more flammable than other tree species. Also, many trees on site are in poor condition.

## Trails

Our plan is to extend and complete the public trail system that was started with the construction of the Stoney Point tract to the south. The Bee Canyon public trail extension has always been part of our proposed development. As such, the public trail alignment has been discussed locally resulting in strong support by the CNC. We were quite surprised on the Thursday prior to the hearing to see staff's recommendation to add a private trail system along the rear yards of all proposed lots. This was never discussed with us prior to the hearing, and we didn't know it was even a topic of discussion until seeing the comment letter from Ms. Plumb submitted during the MND circulation period.

Consistent with my comments during the hearing, we maintain that any rear yard trails are not in the best interest of the project, its future residents, and existing residents in the surrounding neighborhood. Such trails would offer areas that are not easily observed from the street, providing opportunities for illicit activities as well as significant security and maintenance issues for adjoining homeowners. This would be especially true for the lots that back up to the flood control channel and Cerebral Palsy Center. Further, new trails in these two locations would result in additional loss of trees and unnecessary /

infeasible pruning to meet the needed head clearance for an equestrian.

In the spirit of moving toward consensus, we feel there may be a reasonable compromise that limits potential safety issues and additional tree impacts. Per the attached sketch, we indicate a 10-foot wide private trail along the rear of lots 6 through 13. This private trail would connect to the Bee Canyon trail to the west. At the point of connection, we would also provide an opening in the Bee Canyon trail fencing to allow horse owners on the west side of Bee Canyon Road to ride to the front of their lot, then go directly across the street and get on the trail. Reversing a few of the homes on lots 2, 4, 14, 15, and 18 will also reduce the distance of asphalt crossing. In all these changes result in 10 of the lots having direct equine access, and 5 lots with access out the front of the lot but with an almost diagonal street crossing to the public trail.

We realize such a design would still require a horse owner on 3 out of 19 (Lots 2, 3, and 4) to ride west along A Street, for a short segment to get to the trail, but the overall community will be equestrian friendly. We will also add two Equestrian Crossing signs, one at each entry point to the project to add caution to motorists. While we maintain our position that rear yard trails are not right for this development, we feel that the proposed solution may balance the varying concerns and provide an acceptable compromise and enhance equine safety.

### **Community Gates**

We strongly feel that the project should be allowed to include community gates benefitting both our new proposed lots as well as our existing neighbors. By now you should have received over 5+ letters from the local neighbors explaining their concern for their safety and their insistence to have a gated community, and more are on the way. As stated in the presentation, this area is a special circumstance when it comes to transient activity. You have Topanga Canyon, Santa Susana Pass Road, the Railroad, and Stoney Point Park all within 1,000 feet of the site. Further, Stoney Point Park (popular day and night) only has street parking (no parking lot) located directly across Topanga Canyon.

Combine all this with large lots and dark skies, you create an environment where illicit activity and trespassing occurs more frequently.

The vehicular gates are an important addition to the neighborhood in order to prevent evening and weekend parking. Both BOE and Fire Department have signed off on the gates and the public equestrian trail will remain open and not be affected. The roads within and adjoining the project are all private and lead nowhere other than the 33 homes being served by the gates. By adding the gates now, we further enhance equestrian safety and can assure an elegant design that fits and benefits the neighborhood, rather than attempting to retrofit them later. See the attached gate design. If we don't add the gates at this time, the residents could possibly petition for the gates sometime in the future and may result in gates that won't look nearly as nice.

The proposals described in this letter are a win-win-win and everyone comes away with something. Given the above, we would appreciate your determination that the project be approved for the proposed gate design as shown on the VTTM. If not, we expect that the Stoney Point neighborhood is going to loudly protest, adding controversy to this otherwise non-controversial project.

### **Noise Mitigation Measure**

Following the hearing, our team consulted with the Project noise consultant at LSA to identify an alternative to the 14-foot tall temporary noise barrier. According to LSA, based on the infill nature of the project, there are no other feasible options to fully mitigate the noise during grading, and the existing Mitigation Measure will not be technically practical or safe given the high winds prevalent in this part of Los Angeles. For this reason, we request to be allowed (per section 112.05 of the Municipal Code) to alternatively use a 6' high temporary barrier during grading.

Lastly, as a result of potential site plan revisions to accommodate saving



additional trees and reversing of some floor plans to better facilitate equestrian circulation, we request flexibility in locating the SFD's and ADU's, while fully respecting the zoning setback requirements (i.e. 10' side yard, 25-foot front yard, etc.) and consistent with what is shown on the VTTM.

Attached is a copy of this email with exhibits for your review and files.

We appreciate your consideration and look forward to developing a beautiful project.

[Redacted]

Representative of Applicant

[Redacted]

[Redacted]

**From:** Sarah Hounsell <[sarah.hounsell@lacity.org](mailto:sarah.hounsell@lacity.org)>  
**Sent:** Friday, March 29, 2019 11:25 AM  
**To:** [Redacted]  
**Cc:** Valentina Z. Knox-Jones ([valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org))

<[valentina.knox.jones@lacity.org](mailto:valentina.knox.jones@lacity.org)>; [hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)

**Subject: Re:** [REDACTED]

As I am representing the Advisory Agency for this case, you need to provide your comments through Valentina Knox-Jones and she will update the Advisory Agency accordingly.

CitySeal.p

**Sarah Hounsell, City Planner  
Department of City Planning**

[\(818\) 374-9917](tel:(818)374-9917)

6262 Van Nuys Boulevard, Room 430

Van Nuys, CA. 91401

ZIMAS <<http://zimas.lacity.org/>> provides you with property information for any parcel within the City of Los Angeles. Appointments for Case Filing or Case Condition Clearing with the Los Angeles Department of City Planning, please use online appointment system: <http://cityplanning.lacity.org/> click on Development Services Center and Make an Appointment.

On Fri, Mar 29, 2019 at 9:41 AM [REDACTED]

[REDACTED] wrote:

Valentina and Sara,

I wanted to thank you both for the hearing this past Tuesday. We are happy to finally make it to this milestone and appreciate the thorough review both in the staff report and at the hearing. We were a little blind sided by the two staff conditions regarding no gates and rear yard trails since these issues were not mentioned to us prior to the hearing by planning or other department staff, other than having to address the one MND comment letter from Ms. Plumb. We as a developer would prefer working with planning staff together ahead of time to identify thoughtful

solutions for these types of issues prior to the hearing so we end up more on the same page in a public forum.

We are working diligently on several things on our end during the two week advisement period and will get you additional information and reaction shortly. We are studying the grading plan to see if we can save additional trees and looking to identify a better way to further enhance equine mobility/safety within the project without running trails behind the lots that back onto the flood control channel and Cerebral Palsy Center. We believe there have already been several additional letters from neighbors sent to Valentina in support of the project and expressing the need for vehicular gates due to the unique transient vagrant situation and day and night Stoney Point Park parking issues. Many members of the neighborhood said they intend to attend the next hearing to personally voice their opinions.

We will be in touch soon. Thank you again.

Have a nice sunny weekend,

[Redacted]

[Redacted]

[Redacted]

---

— Attachments: —

VTT-74478 Revised Map.pdf	3.0 MB
VTT-74478 LOD.pdf	3.6 MB



**Subject:** LABC's Response to the 2019 Greater Los Angeles County Homeless Count

**From:** [REDACTED]

**Date:** 6/5/2019, 5:20 PM

**To:** hannah.lee@lacity.org

## **LABC's Response to the 2019 Greater Los Angeles County Homeless Count**

The findings of the [2019 Greater Los Angeles Homeless Count](#) are alarming and distressing. So much more needs to be done by all stakeholders, including the business community we represent. **While there were bright spots in the LAHSA report, namely that the County housed nearly 22,000 people in 2018, over 54,000 individuals experienced homelessness for the first time last year with upticks in youth, family, and senior homelessness. This staggering statistic means that over 100,000 people experienced homelessness at some point last year.**

The Los Angeles Business Council has long advocated for bold solutions to our affordable housing crisis, including creating more housing density along transit lines, reducing the jobs/housing imbalance by providing affordable and mid-price housing near employment centers, and incentivizing the acceleration of middle-income and low -

income housing stock.

**Already this year, we convened a select group of LABC leadership to help develop an innovative RFP with the Housing + Community Investment Department that would drive down the cost of permanent supportive housing and bring about one of the first such projects in Council District 5.** LABC was the sole business organization to support the Mayor's recent minimum wage proposal and advocated for the Veterans and Affordable Housing Bond Act of 2018 (SB 3).

Last year we released a **study in partnership with the University of Southern California calling on the private sector to consider housing as part of an overall business strategy.** (["The Affordable Housing Crisis in Los Angeles: Impacts to LA's Fastest Growing Companies"](#)) Proudly, the LABC was a strong supporter of Measures H and HHH, to help build 1,000 permanent supportive housing units per year with wraparound services for our most vulnerable homeless populations.

**We should be highly alarmed that LAHSA's report identifies 721,000 households in the County that are severely rent-burdened.** This year, we will dedicate LABC's annual [Mayoral Housing, Transportation, and Jobs Summit](#) on creative solutions to homelessness in Los Angeles. **We plan on building upon past policy recommendations, including increasing LA City's site plan review thresholds and earmarking a permanent revenue stream to finance the construction and preservation of affordable housing units, leveraging revenue sources such as cannabis taxes, or Transient Occupancy Taxes (TOT) and pursuing meaningful new sources of state funding.**

Los Angeles Business Council | 2029 Century Park East, Suite 4380, Los Angeles, CA 90067

[Unsubscribe hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)

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**Subject:** Fwd: AB516 Presentation

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 6/7/2019, 6:16 PM

**To:** Eric Moody <eric.moody@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>

**CC:** Hannah Lee <hannah.lee@lacity.org>

Hi Matt and Moody,

Please see email below. Can you please contact DOT to see if Chief Farfan can attend as well? Or at least let him know this is happening.

Thank you,

----- Forwarded message -----

From: **Stephanie Rivera** <[stephanie.rivera@lacity.org](mailto:stephanie.rivera@lacity.org)>

Date: Fri, Jun 7, 2019 at 6:13 PM

Subject: AB516 Presentation

To: Hannah Lee <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)>, Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

CC: Alexis Marin <[alexis.wesson@lacity.org](mailto:alexis.wesson@lacity.org)>

Hi Hanna and Stephanie,

Per Harry, the following LAPD representatives will be at the table next Tuesday:

Deputy Chief Blake Chow, Transit Services Bureau

Commander Beverly Lewis, Traffic Group

He also suggested that we reach out to Chief Devon Farfan from DOT as she has been in touch with their our staff on this matter. Since you have already connected with DOT do you mind asking if Chief Farfan will attend?

Thank you and have a nice weekend,

--

**Stephanie Rivera**

**Legislative Deputy**

Office of Councilwoman Nury Martinez

Sixth Council District

City Hall, Room 470

[200 N Spring Street, Los Angeles, CA 90012](#)

P: [213-473-7006](#) F: [213-473-7779](#)

[F T T](#)

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: AB516 Presentation

**From:** Eric Moody <eric.moody@lacity.org>

**Date:** 6/7/2019, 6:41 PM

**To:** Stephanie Uy <stephanie.uy@lacity.org>

**CC:** Matthew Hernandez <matthew.hernandez@lacity.org>, Hannah Lee <hannah.lee@lacity.org>

On it.

Sent from my iPhone 6+

On Jun 7, 2019, at 6:16 PM, Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi Matt and Moody,

Please see email below. Can you please contact DOT to see if Chief Farfan can attend as well? Or at least let him know this is happening.

Thank you,

----- Forwarded message -----

**From:** **Stephanie Rivera** <[stephanie.rivera@lacity.org](mailto:stephanie.rivera@lacity.org)>

**Date:** Fri, Jun 7, 2019 at 6:13 PM

**Subject:** AB516 Presentation

**To:** Hannah Lee <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)>, Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**CC:** Alexis Marin <[alexis.wesson@lacity.org](mailto:alexis.wesson@lacity.org)>

Hi Hanna and Stephanie,

Per Harry, the following LAPD representatives will be at the table next Tuesday:

Deputy Chief Blake Chow, Transit Services Bureau

Commander Beverly Lewis, Traffic Group

He also suggested that we reach out to Chief Devon Farfan from DOT as she has been in touch with their our staff on this matter. Since you have already connected with DOT do you mind asking if Chief Farfan will attend?

Thank you and have a nice weekend,

--

**Stephanie Rivera**

**Legislative Deputy**

Office of Councilwoman Nury Martinez

Sixth Council District

City Hall, Room 470

[200 N Spring Street, Los Angeles, CA 90012](#)

P: [213-473-7006](tel:213-473-7006) F: [213-473-7779](tel:213-473-7779)

[F](#) [T](#) [T](#)

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**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: AB516 Opposition Talking Points for Community Members

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Date:** 6/10/2019, 3:49 PM

**To:** Jessica Strobel <jessica.strobel@lacity.org>

**CC:** Hannah Lee <hannah.lee@lacity.org>, Colin Crews <colin.crews@lacity.org>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Hannah Lee**

Chief of Staff

Office of Councilmember Greig Smith

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Mon, Jun 10, 2019 at 3:03 PM Colin Crews <[colin.crews@lacity.org](mailto:colin.crews@lacity.org)> wrote:

[REDACTED]

**Colin Crews**

Senior Field Deputy

Neighborhoods FIRST, Director

Office Of Councilmember Greig Smith

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Mon, Jun 10, 2019 at 2:53 PM Jessica Strobel <[jessica.strobel@lacity.org](mailto:jessica.strobel@lacity.org)> wrote:

[REDACTED]

[REDACTED]

On Mon, Jun 10, 2019 at 2:50 PM Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi team,

Please take a look at the TPs attached. They are simplified and are more bare bones so our community members can use them for their TPs.

Let me know what you think.

Thanks,

--

**Stephanie Uy**

Legislative Deputy

Office of Councilmember Greig Smith

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)



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**Jessie Strobel**

**Deputy Chief of Staff**

**Office of Councilmember Greig Smith**

**Council District 12**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

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**Jessie Strobel**

**Deputy Chief of Staff**

**Office of Councilmember Greig Smith**

**Council District 12**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: AB516 Opposition Talking Points

**From:** Alexis Wesson <[alexis.wesson@lacity.org](mailto:alexis.wesson@lacity.org)>

**Date:** 6/10/2019, 3:40 PM

**To:** Hannah Lee <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)>

**CC:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>, Stephanie Rivera <[stephanie.rivera@lacity.org](mailto:stephanie.rivera@lacity.org)>

[REDACTED]

Alexis Marin Wesson  
Deputy Chief of Staff  
Office of Councilwoman Nury Martinez

On Jun 10, 2019, at 3:11 PM, Hannah Lee <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)> wrote:

[REDACTED]

## Hannah Lee

Chief of Staff

Office of Councilmember Greig Smith

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Mon, Jun 10, 2019 at 2:47 PM Alexis Wesson <[alexis.wesson@lacity.org](mailto:alexis.wesson@lacity.org)> wrote:

[REDACTED]

Alexis Marin Wesson  
Deputy Chief of Staff  
Office of Councilwoman Nury Martinez

On Jun 10, 2019, at 2:31 PM, Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi all,

Attached are general talking points for opposition of AB516.

Thank you,

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

<AB516 Opposition Talking Points.docx>

<AB516 Commuity Opposition Talking Points.docx>

**Subject:** Re: AB516 Presentation

**From:** Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

**Date:** 6/10/2019, 12:48 PM

**To:** Stephanie Rivera <[stephanie.rivera@lacity.org](mailto:stephanie.rivera@lacity.org)>

**CC:** Alexis Marin <[alexis.wesson@lacity.org](mailto:alexis.wesson@lacity.org)>, Hannah Lee <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)>

Ken Hustings, Principal Engineer, LADOT Bureau of Parking Management is also attending. Ken and Deputy Chief Rae have coordinated their talking points with LAPD.

On Mon, Jun 10, 2019 at 10:06 AM Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi Steph,

Just heard back from DOT, Chief Farfan will not be attending. Instead Deputy Chief Richard Rae will be attending for them both.

Best,

On Fri, Jun 7, 2019 at 6:14 PM Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi Steph,

Thanks for sending that over. Yes, I'll reach out to DOT and ask for Chief Devon Farfan is available.

Thank you,

On Fri, Jun 7, 2019 at 6:13 PM Stephanie Rivera <[stephanie.rivera@lacity.org](mailto:stephanie.rivera@lacity.org)> wrote:

Hi Hanna and Stephanie,

Per Harry, the following LAPD representatives will be at the table next Tuesday:

Deputy Chief Blake Chow, Transit Services Bureau

Commander Beverly Lewis, Traffic Group

He also suggested that we reach out to Chief Devon Farfan from DOT as she has been in touch with their our staff on this matter. Since you have already connected with DOT do you mind asking if Chief Farfan will attend?

Thank you and have a nice weekend,

--

**Stephanie Rivera**

**Legislative Deputy**

Office of Councilwoman Nury Martinez

Sixth Council District

City Hall, Room 470

[200 N Spring Street, Los Angeles, CA 90012](#)

P: [213-473-7006](#) F: [213-473-7779](#)

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F T T

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**Stephanie Uy**

**Legislative Deputy**

Office of Councilmember Greig Smith

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

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**Stephanie Uy**

**Legislative Deputy**

Office of Councilmember Greig Smith

City Hall: 213-473-7012

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e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

--

**Stephanie Uy**

**Legislative Deputy**

Office of Councilmember Greig Smith

**CityHall: 213-473-7012**

**CommunityService Center: 818-882-1212**

**e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)**

**Subject:** RE: Opposition of AB516

**From:** [REDACTED]

**Date:** 6/10/2019, 2:02 PM

**To:** Stephanie Uy <stephanie.uy@lacity.org>

**CC:** Hannah Lee <hannah.lee@lacity.org>, Alexis Marin <alexis.wesson@lacity.org>, Stephanie Rivera <stephanie.rivera@lacity.org>

Thanks, Stephanie! [REDACTED] on our team is reaching out to you on this matter.

**From:** Stephanie Uy <stephanie.uy@lacity.org>

**Sent:** Sunday, June 9, 2019 10:38 PM

**To:** [REDACTED]

**Cc:** Hannah Lee <hannah.lee@lacity.org>; Alexis Marin <alexis.wesson@lacity.org>; Stephanie Rivera <stephanie.rivera@lacity.org>

**Subject:** Opposition of AB516

Hi [REDACTED],

I hope you are doing well. As I mentioned, the City Council is voting on a resolution to oppose AB516 (Chiu). The bill would severely limit local government's ability to tow vehicles and enforce other vehicle regulations.

On behalf of Councilmember Smith, would the Chamber be able to support our opposition of the bill by sending a representative to speak during Tuesday's Council meeting?

Attached is the letter of opposition that Councilmember Smith sent to committee chairs for Public Safety and Transportation, the two committees in which the bill is pending.

Please let me know if you have any questions.

Thank you,

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)





**Subject:** June 11th Letter from John Choi RE: Implementation of LA's Home Sharing Ordinance and Administrative Guidelines

**From:** [REDACTED]

**Date:** 6/11/2019, 12:29 PM

**To:** [REDACTED]

Hello,

Please see the attached letter, sent today, from John Choi, Head of Policy for Airbnb in Los Angeles, to Vince Bertoni regarding the implementation of the City's Home Sharing Ordinance and its Administrative Guidelines. Also attached, are previous letters sent on May 21<sup>st</sup>, April 12<sup>th</sup>, and February 26<sup>th</sup>.

Best,

[REDACTED]

--  
[REDACTED]

— Attachments: —

6-11-10 Airbnb Letter - Hosts Pending Review.pdf

657 KB

**Subject:** Fwd: AB 516 Opposition TPs  
**From:** Hannah Lee <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)>  
**Date:** 6/14/2019, 2:35 PM  
**To:** Colin Sweeney <[colin.sweeney@lacity.org](mailto:colin.sweeney@lacity.org)>

## Hannah Lee

**Chief of Staff**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

----- Forwarded message -----

From: **Hannah Lee** <[hannah.lee@lacity.org](mailto:hannah.lee@lacity.org)>  
Date: Mon, Jun 10, 2019 at 4:29 PM  
Subject: Re: AB 516 Opposition TPs  
To: Greig Smith <[greig@lacity.org](mailto:greig@lacity.org)>  
Cc: Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)>

CM,

We have coordinated with CD6. Nury will be doing the bulk of the talking and discussion with the Depts, but we thought it would be nice for you to kick it all off with a short statement. The points we put together can be further abbreviated.

Thanks,  
Hannah

## Hannah Lee

**Chief of Staff**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

On Mon, Jun 10, 2019 at 4:25 PM Stephanie Uy <[stephanie.uy@lacity.org](mailto:stephanie.uy@lacity.org)> wrote:

Hi CM,

Attached are general TP's for you to use tomorrow as you open up the discussion/report on opposing AB516. It outlines the general argument you've been making. Much of this language is similar to the language used in the letter sent to the state.

Best,

--

**Stephanie Uy**

**Legislative Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Fwd: LAPD Devonshire comments on homelessness

**From:** Councilmember Smith <councilmember.smith@lacity.org>

**Date:** 6/19/2019, 2:16 PM

**To:** Hannah Lee <hannah.lee@lacity.org>, Colin Sweeney <colin.sweeney@lacity.org>

FYI

CC

----- Forwarded message -----

From: [REDACTED]

Date: Wed, Jun 19, 2019 at 11:54 AM

Subject: Re: LAPD Devonshire comments on homelessness

To: Councilmember Smith <[councilmember.smith@lacity.org](mailto:councilmember.smith@lacity.org)>

Councilmember Smith,

With all due respect, I think it's a little disingenuous to act as if this is one rogue officer. Last week in the Valley, several official LAPD channels were promoting anti-homeless legislation (AB516/LAMC 85.02) despite LAPD policy stating unequivocally that such political endorsements are verboten. Individual officers, many of them with their ranks in their social media handles, including those at the SLO level and above, are posting to social media in groups containing vigilantism and racism. Even Devonshire's community relations officer, Jose Torres, who reached out to me about this issue, drew a distinction between "real homeless" people and those who are "homeless by choice."

There is a systemic problem in Valley-area LAPD offices. As the post we're discussing mentioned, these attitudes seem to be pervasive among mid-level leadership (SLOs, HOPE Teams). Your email here doesn't seem to understand the seriousness of the problem, and is frankly dismissive of the larger issue, that of an LAPD culture that systematically devalues the rights and opinions of unhoused people.

This problem goes all the way to the top of the department. Last fall, after a homeless man's heart medication was taken away twice in two months by LAPD/LASAN sweeps, Dominic Choi, LAPD Commander in charge of homelessness, literally laughed at that and dismissed it as a lie. He's the top officer on the issue of homelessness, and he outright dismissed testimony on the basis that it was

from a homeless person and therefore inherently not credible. In another recent sweep, I watched an LASAN employee scream at a group of homeless people "GET OUT AND DON'T COME BACK." This is the attitude that's filtering down among officers in both departments, especially it seems in your area.

What is your office going to do, legislatively or otherwise, to change the culture at the LAPD? As a former LEO yourself, you seem to have a uniquely credible position to publicly address these problems. While there are many officers with great intentions, like Jose Torres mentioned above, even some of these officers are impacted by a culture and rhetoric that dehumanizes unhoused Angelenos.

Best,

On Wed, Jun 19, 2019 at 11:22 AM Councilmember Smith <[councilmember.smith@lacity.org](mailto:councilmember.smith@lacity.org)> wrote:

Mr. [REDACTED],

Thank you for your message regarding the recent post on an LAPD social media channel. As you rightly pointed out, the sentiments expressed were inappropriate and have no place in such a forum. Soon after it was published, LAPD leadership learned about the post and had it removed.

I can state unequivocally that the post does not reflect the views of the Los Angeles Police Department. Rather, LAPD has devoted significant resources to addressing homelessness including the deployment of special Homeless Outreach and Proactive Engagement (HOPE) units whose primary function is to connect individuals experiencing homelessness with services. Just last week, I was in the field with LAPD HOPE officers observing the excellent work they are doing.

Homelessness is the humanitarian and moral crisis of our time. And while there is space for disagreement about how we address this crisis, demonizing individuals who are suffering doesn't do anything toward resolving the issue. It is unfortunate that one individual's poor judgement on social media has undermined the otherwise admirable efforts of our Police Department as it works to address such an immense challenge. I commend LAPD's leadership for taking swift action to correct the record and I will continue to support the department and our officers who are working every day to get services to those in need while protecting the health and safety of our neighborhoods.

Thank you again for contacting my office. Please do not hesitate to contact me or my staff with any further questions or concerns you may have.

Sincerely,  
Greig Smith



**Subject:** Northridge East Neighborhood Council June 2019 Report

**From:** Myrka Martinez <myrka.martinez@lacity.org>

**Date:** 6/21/2019, 2:30 PM

**To:** Brandy Turnbow <brandy.turnbow@lacity.org>, Colin Crews <colin.crews@lacity.org>, Colin Sweeney <colin.sweeney@lacity.org>, Denise Chavez <denise.m.chavez@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>, Greig Smith <greig@lacity.org>, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>, Jonathan Coto <Jonathan.coto@lacity.org>, Lorena Espinal <lorena.espinal@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>, Matthew Vallecilla <matthew.vallecilla@lacity.org>, "Millie J. Jones" <millie.jones@lacity.org>, Ron Rubine <ron.rubine@lacity.org>, Stephanie Uy <stephanie.uy@lacity.org>

Good afternoon everyone,

Below is the summary of the Northridge East Neighborhood Council meeting held at Northridge Woman's Club for June.

#### **Board, Committees, Liaisons**

- Newly-elected Property Owner Board Member Rachanee Posell resigned
  - To be replaced by Ken Ross- who was serving as 2<sup>nd</sup> VP.
- Leslie Aguirre will replace Tracy Johnson as CSUN Student Board Member
  - I had the honor of swearing her in
- Barry to replace Stephanie as an Animal Services Liaison.
- Removal of Deidra Greenway and Lauren Littrell ad Homelessness Liaisons and adding Lisa and Leslie supplementing Lorraine Ludquist
- Don to replace Deidra Greenway as Purposeful Aging Liaison.
- Don to join Lorraine Ludquist as Resilience Liaison

#### **Presentations**

- Oakridge Estate Park Plaque- [REDACTED]: share the verbiage for the plaque NENC co-sponsored, the commitment from the NC to share responsibility of maintenance, and general procedural updates in dealing with R&P
- Council District 12 Runoff Candidates- John Lee and Loraine Lundquist: Each spoke for about 5 mins then answered 2 questions on the BRT and SFVCOG.
- U.S. Census Bureau "The Road to 2020- Carlos Botifoll: Spoke for about 7 mins on their attempts to connect with community groups and organizations like NCs to spread the word on the upcoming Census. Described procedure. Then answered Q's. Most questions were on the Citizenship Question on the Census
  - Shared that a definite answer is pending on what the Supreme Court rules.
  - Mentioned the Bureau is prohibited from sharing their data other agencies

#### **CD12 Comments**

- Resolution on AB516, Homeless Count Results/Task Force, NNO Save the Date



## Public Comments

- Mike Benedetto, GHSNC VP, and GH Chamber of Commerce President: Informed the Board that they might be getting an NPG request from the Chamber since the \$15k request they did to our office fell through.
- [REDACTED]: Wanted to share people were upset about the lack of outreach and communication to constituents about what is going on in their neighborhoods, he specifically said he was talking about the BRT.
  - Glenn responded back by saying that Metro has held various meetings and all those have been listed on the NCs agendas.

## Motions

- Approved the replacement of second NENC horizontal banner, not to exceed \$200
- Approved purchase of spinning wheel for outreach purposes, not to exceed \$300
- Approved to purchase imprinted promo outreach items, specifically engraved metal straws, not to exceed \$2000
- Approved Administrative Packet for Fiscal Year 2019-2020 (annual budget)
- Support of CF 19-0002-S19 Ban of Anticoagulant Rodenticides/ Commercial and Industrial State Regulations/ Wildlife Sensitive Areas
- Support CF 19-0002-S39 SB 58 (Weiner) Extended Alcohol Sale
- Support of CF 19-0002-S38 SB 50 (Weiner) High Density Multi Family Housing Development

Please feel free to reach out for any clarification.

Best,  
Myrka

--

**Myrka A. Martinez**

**Field Deputy**

**Office of Councilmember Greig Smith**

CityHall: 213-473-7012

CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Major Concern Re: Cozycroft and Superior in Chatsworth CA

**From:** [REDACTED]

**Date:** 1/8/2018, 12:39 PM

**To:** "mayor.garcetti@lacity.org" <mayor.garcetti@lacity.org>, "Councilmember.Englander@lacity.org" <Councilmember.Englander@lacity.org>

**CC:** "Nicole.Bernson@lacity.org" <Nicole.Bernson@lacity.org>, "Hannah.Lee@lacity.org" <Hannah.Lee@lacity.org>, "brandy.turnbow@lacity.org" <brandy.turnbow@lacity.org>, "Brenton.Tesler@lacity.org" <Brenton.Tesler@lacity.org>, "Colin.Sweeney@lacity.org" <Colin.Sweeney@lacity.org>, "Stephanie.Uy@lacity.org" <Stephanie.Uy@lacity.org>, "Erich.King@lacity.org" <Erich.King@lacity.org>, "Denise.M.Chavez@lacity.org" <Denise.M.Chavez@lacity.org>, "Ron.Rubine@lacity.org" <Ron.Rubine@lacity.org>, "Colin.Crews@lacity.org" <Colin.Crews@lacity.org>, "Millie.Jones@lacity.org" <Millie.Jones@lacity.org>, "Eric.Moody@lacity.org" <Eric.Moody@lacity.org>, "Bree.Breckenridge@lacity.org" <Bree.Breckenridge@lacity.org>, "Jonathan.Coto@lacity.org" <Jonathan.Coto@lacity.org>, "Jessica.Strobel@lacity.org" <Jessica.Strobel@lacity.org>, "Matthew.Hernandez@lacity.org" <Matthew.Hernandez@lacity.org>

Dear Mitch Englander, and any and all who care and can help!!!

I am writing this letter because of my concern of the homeless/transient activity going on near Cozycroft and Superior. It is Steps from Le Club Gymnastics, a family owned business that has been in our community for decades. I took one of my daughters to open gym at Le Club on Friday night, open gym is where parents can drop children off to play and practice gymnastics. As I drove up I was appalled of what I saw in front of and on the side of there. Tents, garbage, transients on bikes, fire pits, unhitched trailers, couches and many other items. I thought I'd have driven to a third world country. It is a disgrace to be taking place in our community. A community that I have previously never felt threatened to take a walk or drive down a street. I am aware they are allowed to park their RV's and vehicles on certain streets and this is one of them but I am asking you to consider making Superior and Cozycroft streets to not allow over night parking. Not only is it an eye sore it is very dangerous having these people so close to children. My oldest daughter who works at Let Club has been harassed just walking to her car in the parking lot and a man followed her as she turned the corner. What will it take for something to be done. I know it is a hard situation but something easy that can be done immediately is making sure that no one can park their RV ,trailer or cars with tons of junk blocking the sidewalk anywhere near there where children are present. Le Club uses it facility for summer, winter and spring camp/ child care. Wouldn't this put in under the category for daycares? I'm telling you something bad is going to happen if they are allowed to continue to be there. Lets not wait for that to happen. Can you please help get this changed on the map to be marked RED. I want all the children of chatsworth to be safe and lets start with keeping these drug addicts and transients far away as possible. from places where children frequent. Please advise on how we can rectify this situation going on near Le Club Gymnastics. I worry for my children and the children of all people attending. They have every right to feel safe walking in and leaving.

Sincerely,

[REDACTED]

**Subject:** Seoul Desires More Americans

**From:** [REDACTED]

**Date:** 4/2/2019, 3:56 PM

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7/11/2019, 3:07 PM

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**The Korea Daily-JoongAng Ilbo**

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## **“Seoul desires more Americans”**

April 1 2019





**Subject:** Northridge East Neighborhood Council June 2019 Report

**From:** Myrka Martinez <myrka.martinez@lacity.org>

**Date:** 6/21/2019, 2:30 PM

**To:** Brandy Turnbow <brandy.turnbow@lacity.org>, Colin Crews <colin.crews@lacity.org>, Colin Sweeney <colin.sweeney@lacity.org>, Denise Chavez <denise.m.chavez@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>, Greig Smith <greig@lacity.org>, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>, Jonathan Coto <Jonathan.coto@lacity.org>, Lorena Espinal <lorena.espinal@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>, Matthew Vallecilla <matthew.vallecilla@lacity.org>, "Millie J. Jones" <millie.jones@lacity.org>, Ron Rubine <ron.rubine@lacity.org>, Stephanie Uy <stephanie.uy@lacity.org>

Good afternoon everyone,

Below is the summary of the Northridge East Neighborhood Council meeting held at Northridge Woman's Club for June.

#### **Board, Committees, Liaisons**

- Newly-elected Property Owner Board Member Rachanee Posell resigned
  - To be replaced by Ken Ross- who was serving as 2<sup>nd</sup> VP.
- Leslie Aguirre will replace Tracy Johnson as CSUN Student Board Member
  - I had the honor of swearing her in
- Barry to replace Stephanie as an Animal Services Liaison.
- Removal of Deidra Greenway and Lauren Littrell ad Homelessness Liaisons and adding Lisa and Leslie supplementing Lorraine Ludquist
- Don to replace Deidra Greenway as Purposeful Aging Liaison.
- Don to join Lorraine Ludquist as Resilience Liaison

#### **Presentations**

- Oakridge Estate Park Plaque- [REDACTED]: share the verbiage for the plaque NENC co-sponsored, the commitment from the NC to share responsibility of maintenance, and general procedural updates in dealing with R&P
- Council District 12 Runoff Candidates- John Lee and Loraine Lundquist: Each spoke for about 5 mins then answered 2 questions on the BRT and SFVCOG.
- U.S. Census Bureau "The Road to 2020- Carlos Botifoll: Spoke for about 7 mins on their attempts to connect with community groups and organizations like NCs to spread the word on the upcoming Census. Described procedure. Then answered Q's. Most questions were on the Citizenship Question on the Census
  - Shared that a definite answer is pending on what the Supreme Court rules.
  - Mentioned the Bureau is prohibited from sharing their data other agencies

#### **CD12 Comments**

- Resolution on AB516, Homeless Count Results/Task Force, NNO Save the Date



## Public Comments

- Mike Benedetto, GHSNC VP, and GH Chamber of Commerce President: Informed the Board that they might be getting an NPG request from the Chamber since the \$15k request they did to our office fell through.
- Joe Kozul: Wanted to share people were upset about the lack of outreach and communication to constituents about what is going on in their neighborhoods, he specifically said he was talking about the BRT.
  - Glenn responded back by saying that Metro has held various meetings and all those have been listed on the NCs agendas.

## Motions

- Approved the replacement of second NENC horizontal banner, not to exceed \$200
- Approved purchase of spinning wheel for outreach purposes, not to exceed \$300
- Approved to purchase imprinted promo outreach items, specifically engraved metal straws, not to exceed \$2000
- Approved Administrative Packet for Fiscal Year 2019-2020 (annual budget)
- Support of CF 19-0002-S19 Ban of Anticoagulant Rodenticides/ Commercial and Industrial State Regulations/ Wildlife Sensitive Areas
- Support CF 19-0002-S39 SB 58 (Weiner) Extended Alcohol Sale
- Support of CF 19-0002-S38 SB 50 (Weiner) High Density Multi Family Housing Development

Please feel free to reach out for any clarification.

Best,  
Myrka

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**Myrka A. Martinez**

**Field Deputy**

**Office of Councilmember Greig Smith**

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CommunityService Center: 818-882-1212

e: [Councilmember.Smith@lacityorg](mailto:Councilmember.Smith@lacityorg) | w: [CD12.org](http://CD12.org)

**Subject:** Re: PRA -- Sunshine Canyon Trust Fund

**From:** Brandy Turnbow <brandy.turnbow@lacity.org>

**Date:** 2/13/2019, 3:52 PM

**To:** Colin Sweeney <colin.sweeney@lacity.org>

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Best,  
Colin

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**Colin Sweeney**  
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**Brandy Turnbow**

**Executive Assistant**

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**Brandy Turnbow**

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—Attachments: \_\_\_\_\_

Sunshine Canyon PRA.zip

2.8 MB

**Subject:** PRA -- Adrian on Homelessness

**From:** Colin Sweeney <colin.sweeney@lacity.org>

**Date:** 6/19/2019, 11:00 AM

**To:** Brandy Turnbow <brandy.turnbow@lacity.org>, Colin Crews <colin.crews@lacity.org>, Denise Chavez <denise.m.chavez@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>, Jonathan Coto <jonathan.coto@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>, Matthew Vallecilla <matthew.vallecilla@lacity.org>, Myrka Martinez <myrka.martinez@lacity.org>, Ron Rubine <ron.rubine@lacity.org>, Stephanie Uy <stephanie.uy@lacity.org>, Lorena Espinal <lorena.espinal@lacity.org>, Greig Smith <greig@lacity.org>

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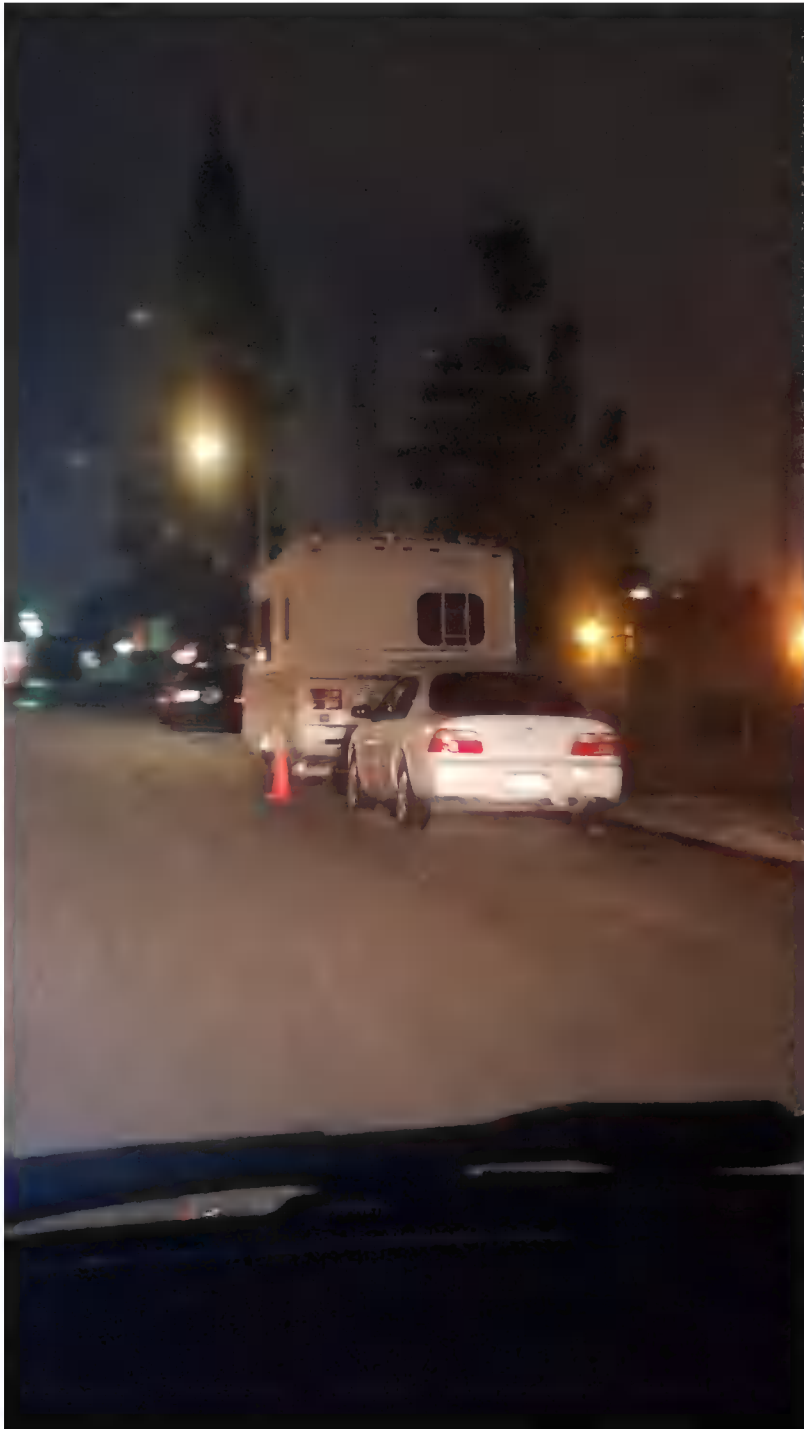


### **AB516 Opposition Talking Points**

- As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been:
  - left in the public right-of-way for over 72 hours
  - with five or more unpaid parking citations
  - whose registration is six months or more out of date
- Taking away the City's authority to enforce these three key regulations will be immensely detrimental to neighborhoods and businesses across the City.
- From a business perspective: 72-hour parking time restrictions are a key element in city efforts to protect the public right of way.
- Protection of the public right of way allows for residents to access the various facets of a city, including residential neighborhoods, government services, local businesses, and city attractions.
- Ensuring residents and visitors have access to their own homes and businesses benefit from the city adequately enforcing these basic restrictions.
- Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle as communities densify. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.









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- Protection of the public right of way allows for residents to access the various facets of a city, including residential neighborhoods, government services, local businesses, and city attractions.
- Ensuring residents and visitors have access to their own homes and businesses benefit from the city adequately enforcing these basic restrictions.
- Specifically, it is so important that businesses have access to the street in order to conduct everyday operations of running as business such as unloading and loading trucks for deliveries.
- If the City is unable to tow abandoned vehicles, businesses won't have access to the street to carry out simple business functions.
- In equine communities, abandoned vehicles make it harder and more dangerous to load and unload horses for trailers. Horse owners will be forced to load and unload their animals in more dangerous and unsafe conditions if streets are not clear.
- Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle as communities densify. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.



























It keeps getting worse! I called our Security Co. and alerted our board to move them along!

On Jordan right before Lassen





**Marcia Gay** Nancy Hernandez that's them!!! They were in my parking lot today and moved there now

Like · Reply · 23m



**Lori Jager** Bad news they were in the wash across from my house took me a week to get them out. They gather lots of shit. Your whole building needs to get together and get them out. There's strength in numbers

Like · Reply · 15m



**Nadia Risdana** Omg I noticed your new wall I thought they were going to start hiding behind it so sorry

Like · Reply · 7m

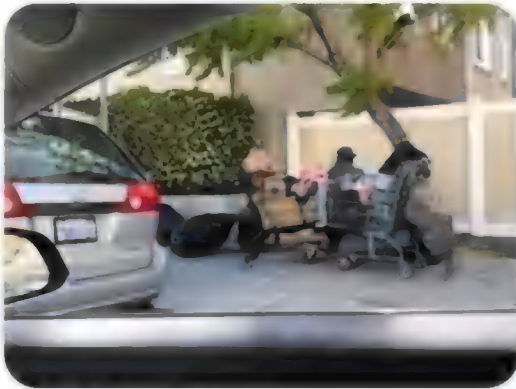


**Krissy Zitkovich** Oh crap! These two are the ones who started the whole encampment on the train tracks!! Ughhhhhhhhh

Like · Reply · 6m



**Krissy Zitkovich** She's there now, he's most likely scouting out their next location!



Like · Reply · 4m



Like · Reply



**Sandee Andrews** CD12 and/or HOPE team is en route right now to Jordan and Lassen

Like · Reply · 1m



**Lisa Rotunno** I think these were the two that put a tarp up on the bridge path a few months ago. If it is, she was VERY aggressive.

Like · Reply · 1m



CITY HALL  
LOS ANGELES, CALIFORNIA 90012

May 31, 2019

Councilmember Greig Smith  
City of Los Angeles, 12<sup>th</sup> District  
200 N. Spring St., Room 405  
Los Angeles, CA 90012

The Honorable Jim Beall, Chair, Committee on Transportation  
State Capitol, Room 2082  
Sacramento, CA 95814

The Honorable Nancy Skinner, Chair, Committee on Public Safety  
State Capitol, Room 5094  
Sacramento, CA 95814

**Re: Opposition to AB 516 (Chiu) Authority to Remove Vehicles**

Dear Honorable Chairs:

I am writing to express my strong opposition to AB 516 (Chiu). This bill would negatively impact businesses and residents in my district and across the City of Los Angeles. While there is no doubt that retrieving a vehicle from impound can be expensive, other policies should be considered to address this issue. Severely curbing the ability of local jurisdictions to regulate their right-of-ways will only encourage scofflaw behavior, create blight and public health issues, as well as severely hamper the ability of law enforcement to identify owners of vehicles involved in crimes.

As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been left in the public right-of-way for over 72 hours. This prohibition would allow individuals to park anywhere, no matter posted parking restrictions, without fear of repercussions. In addition, this bill removes the ability of local governments to tow or immobilize

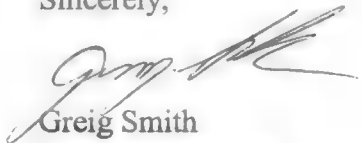


vehicles with five or more unpaid parking citations, further reducing the City's ability to collect on parking citations and discourage scofflaw behavior.

In addition, this bill will prohibit the towing of vehicles with registration that is six months or more out of date. This will encourage individuals to stop registering their vehicles, and make it difficult for law enforcement to find the owners of vehicles involved in crimes. Vehicle registration is also a significant factor in ensuring that vehicles on the road are safe to operate and are in compliance with the state's emission laws. Further, a portion of vehicle license fees is set aside for road reconstruction projects through SB 1. Removing the deterrent for non-registration will only encourage individuals to stop registering their vehicles, impacting our public safety, environment and tax receipts.

While well intentioned, AB 516 should not be advanced. If the legislature wishes to address the problems faced by low income drivers, other policies should be considered. As an example, the City of Los Angeles offers a program that provides parking citation payment plans for indigent individuals, and operates a program which allows individuals experiencing homelessness to pay their citations through community service or enrollment in a homeless services program. Programs like these would be better suited for this problem than removing all enforcement ability and encouraging scofflaw behavior.

Sincerely,



Greig Smith

City of Los Angeles

Councilmember, 12<sup>th</sup> District

cc: The Honorable David Chiu  
Members, Senate Committee on Transportation  
Members, Senate Committee on Public Safety  
Los Angeles Senate Delegation

## **AB516 Opposition Talking Points**

- As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been:
  - left in the public right-of-way for over 72 hours
  - with five or more unpaid parking citations
  - whose registration is six months or more out of date
- Taking away the City's authority to enforce these three key regulations will be immensely detrimental to neighborhoods and businesses across the City.
- From a business perspective: 72-hour parking time restrictions are a key element in city efforts to protect the public right of way.
- Protection of the public right of way allows for residents to access the various facets of a city, including residential neighborhoods, government services, local businesses, and city attractions.
- Ensuring residents and visitors have access to their own homes and businesses benefit from the city adequately enforcing these basic restrictions.
- Specifically, it is so important that businesses have access to the street in order to conduct everyday operations of running as business such as unloading and loading trucks for deliveries.
- If the City is unable to tow abandoned vehicles, businesses won't have access to the street to carry out simple business functions.
- In equine communities, abandoned vehicles make it harder and more dangerous to load and unload horses for trailers. Horse owners will be forced to load and unload their animals in more dangerous and unsafe conditions if streets are not clear.
- Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle as communities densify. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.





















### **AB516 Opposition Talking Points**

- As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been:
  - left in the public right-of-way for over 72 hours
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# CITY OF WEST HOLLYWOOD

CITY HALL  
8300 SANTA MONICA BLVD.  
WEST HOLLYWOOD, CA  
90069-6216  
TEL: (323) 848-6460  
FAX: (323) 848-6562

TTY: For hearing impaired  
(323) 848-6496

## CITY COUNCIL

JOHN D'AMICO  
*Mayor*

LINDSEY P. HORVATH  
*Mayor Pro Tempore*

JOHN J. DURAN  
*Councilmember*

JOHN HEILMAN  
*Councilmember*

LAUREN MEISTER  
*Councilmember*

May 29, 2019

The Honorable David Chiu  
California State Assembly  
State Capitol, Room 4112  
Sacramento, CA 95814

RE: **AB 516 (Chiu) Authority to remove vehicles – OPPOSE UNLESS  
AMENDED**

Dear Assemblymember Chiu,

This is to convey the City of West Hollywood's concerns and its position of oppose unless amended for AB 516, which would severely restrict the City's ability to remove a vehicle parked for 72 or more consecutive hours in violation of the City's regulations, or a vehicle with an expired registration beyond 6 months.

The City of West Hollywood shares your concerns about the perpetration of the cycle of poverty for low income individuals, who, when faced with unpaid parking citations or moving violations, and tow-related charge, end up accumulating larger debts and falling further behind. However, local governments must have some legal recourse to manage their local streets and receive payment for outstanding citations.

As revised on May 1, AB 516 does not offer any options to cities for the removal of cars that could have been abandoned on City streets. In addition, cities like West Hollywood would be left without the necessary tool of towing for cars that have failed to pay parking citations, even though the City offers payment plans upon request and according to State law.

Thus, the City proposes the following options for your consideration to accommodate the needs of vehicles' owners and local governments alike:

1. Continue to allow cities to tow cars after cars have been parked for 120 hours or five consecutive days and after the City has issued a warning to the vehicle's owner.
2. Allow cities to tow cars if the owner of the vehicle has failed to make payments agreed upon by the terms of a payment plan between the vehicle's owner and a city.





# CITY OF WEST HOLLYWOOD

The City of West Hollywood is committed to working with you to address this important issue. We look forward to a continuing dialogue with you and your staff.

In the meantime, for the reasons stated above, the City of West Hollywood must regretfully oppose AB 516 unless it is amended.

Sincerely,

John D'Amico,  
MAYOR

Cc: Hon Benjamin Allen, SD 26  
Hon Richard Bloom, AD 50

## **AB516 Opposition Talking Points**

- As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles:
  - that have been left in the public right-of-way for over 72 hours
  - with five or more unpaid parking citations
  - whose registration is six months or more out of date
- Taking away the City's authority to enforce these three key regulations will be immensely detrimental to neighborhoods and businesses across the City.
- This bill would allow individuals to park anywhere, no matter posted parking restrictions, without fear of repercussions.
- This bill also reduces the City's ability to collect on parking citations, enforce local vehicle regulations, and only encourages unlawful behavior such as encouraging individuals to not register their vehicle.
- Current vehicle registration is a critical tool for law enforcement to find the owners of vehicles involved in crimes.
- While we can all agree that parking tickets can be costly, the City currently offers several programs to low-income communities and people experiencing homelessness. These programs such as Community Assistance Parking Program (CAPP) and Installment Payment Plan (IPP) offer affordable payment plans and community service repayment plans.
- The bill is well intentioned in that it seeks to help low-income communities and people experiencing homeless burdened with parking citation costs. However, prohibiting local government from enforcing basic vehicle regulations is not the answer.
- Instead, we should seek to expand payment programs to help homeless and low-income motorists in all cities across the state. And continue to allow local authorities to enforce regulations that promote public safety for all.

## **AB516 Opposition Talking Points**

- As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been:
  - left in the public right-of-way for over 72 hours
  - with five or more unpaid parking citations
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9140 Jordan Ave, Chatsworth CA 91311















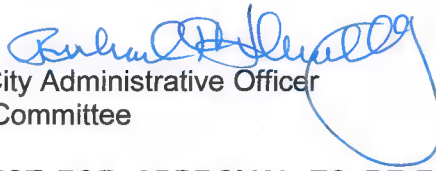
**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

0220-05565-0004  
Council District: All

Date: May 31, 2019

To: Los Angeles City Council

From: Richard H. Llewellyn, Jr., City Administrative Officer  
Chair, Municipal Facilities Committee



Subject: **TRANSMITTAL – REQUEST FOR APPROVAL TO RE-ESTABLISH THE PRE-QUALIFIED CONSULTANTS PANEL OF REAL ESTATE AND ECONOMIC DEVELOPMENT PROFESSIONALS PERFORMING ASSET MANAGEMENT PLANNING AND ECONOMIC DEVELOPMENT SERVICES**

### SUMMARY

At its regular meeting on May 30, 2019, the Municipal Facilities Committee (MFC) considered the attached report from the Office of the City Administrative Officer (CAO), and instructed staff to transmit to Council for approval. The MFC concurred with the recommendations outlined in the report, with a technical amendment to Recommendation 4. The amended recommendation requires any future augmentation of the list be submit to the MFC and Council for approval.

### RECOMMENDATIONS

It is recommended that the City Council:

1. Approve the List of Pre-Qualified Real Estate and Economic Development Consultants (Attachment A) identified though the April 1, 2019 Request for Qualifications (RFQ) for three years plus two one-year extensions, and the List of Pre-Qualified Real Estate Consultant Service Areas (Attachment B) enumerated in the RFQ;
2. Authorize the City Administrative Officer (CAO), or designee, to solicit bids from and execute contracts with pre-qualified firms on an as-needed basis, subject to compliance with the City's contracting policies, approval of the City Attorney as to form, and funding availability;
3. Authorize the General Managers for departments working in asset management and economic development, or designees, to solicit bids from and execute contracts with pre-qualified firms on an as-needed basis, subject to compliance with the City's contracting policies, approval of the City Attorney as to form, and funding availability;
4. Authorize the CAO to augment the list as needed by issuing interim solicitations within the term of the list and to report on those updates to the Municipal Facilities Committee and City Council; and
5. Authorize the CAO to make technical corrections, as necessary.

### FISCAL IMPACT

Approval of the recommendations in this report are not anticipated to have an immediate impact on the General Fund. However, selection and use of any of the services provided could likely have an impact if the purpose and funding are not already included in the City's Adopted Budget. The recommendations in this report comply with the City's Financial Policies as project funding will support project expenditures.

REPORT FROM

## OFFICE OF THE CITY ADMINISTRATIVE OFFICER

---

Date: May 24, 2019

CAO File No. 0220-05565-0003  
Council File No. 12-1549  
Council District: All

To: Municipal Facilities Committee

From: Richard H. Llewellyn, Jr., City Administrative Officer 

Reference: Asset Management Strategic Planning Unit (C.F. 12-1549)

Subject: **REQUEST FOR APPROVAL TO RE-ESTABLISH THE PRE-QUALIFIED CONSULTANTS PANEL OF REAL ESTATE AND ECONOMIC DEVELOPMENT PROFESSIONALS PERFORMING ASSET MANAGEMENT PLANNING AND ECONOMIC DEVELOPMENT SERVICES**

---

### RECOMMENDATIONS

That the Municipal Facilities Committee:

1. Approve the List of Pre-Qualified Real Estate and Economic Development Consultants (Attachment A) identified through the April 1, 2019 Request for Qualifications (RFQ) for three years plus two one-year extensions, and the List of Pre-Qualified Real Estate Consultant Service Areas (Attachment B) enumerated in the RFQ;
2. Authorize the City Administrative Officer (CAO), or designee, to solicit bids from and execute contracts with pre-qualified firms on an as-needed basis, subject to compliance with the City's contracting policies, approval of the City Attorney as to form, and funding availability;
3. Authorize the General Managers for departments working in asset management and economic development, or designees, to solicit bids from and execute contracts with pre-qualified firms on an as-needed basis, subject to compliance with the City's contracting policies, approval of the City Attorney as to form, and funding availability;
4. Authorize the CAO to augment the list as needed by issuing interim solicitations within the term of the list and to report on those updates to the Municipal Facilities Committee; and
5. Authorize the CAO to make technical corrections, as necessary.

### SUMMARY

On March 28, 2019, the Municipal Facilities Committee (MFC) authorized the Office of the City Administrative Officer (CAO) to issue a request for qualifications to re-establish the pre-qualified list of real estate and economic development consultants performing services for asset management

planning and economic development for a three-year term, with two one-year extension options. The request was authorized with an abbreviated timeline because the current pre-qualified list, approved by Council in 2014, is set to expire June 23, 2019 (C.F. 12-1549) and the MFC wanted to ensure against any lapse in the availability of a qualified bench of consultants. Council approval is now required to establish the new list.

#### Request for Qualifications

The CAO released its RFQ on April 1, 2019 via the City's Business Assistance Virtual Network (BAVN). A mandatory pre-submittal conference was held on April 16, 2019, with 100 attendees participating in-person and via conference call. All questions and answers related to the process and from the pre-submittal conference were posted by April 30, 2019 for review by all proposing firms on BAVN. The original RFQ deadline for submittals of May 9, 2019, was changed to May 15, 2019 to allow responders more time to complete the City's business outreach and submit their statements of qualifications. The CAO received 97 Statements of Qualification (SOQs) from 36 firms interested in the five service areas listed in the table in the Evaluation section of the report.

#### Evaluation of Responses

The CAO convened evaluation panels comprised of representatives from the CAO, Office of the Chief Legislative Analyst (CLA), Economic and Workforce Development Department (EWDD), Department of General Services (GSD), Housing and Community Investment Department (HCID), and the Department of City Planning (DCP) to review and score the SOQs for the five services areas. The evaluation panels conducted this work after receipt of the SOQs during May 2019. Respondents with an average score of 70 or above per service area were deemed qualified. Of the 36 firms that submitted SOQs, all are recommended for pre-qualification. The complete list of pre-qualified firms is included with this report as Attachment A – List of Prequalified Real Estate and Economic Development Consultants. The table below summarizes the number of proposals received as well as the evaluation results.

Service Area	Total SOQs Received	Total Qualified
1. Real Estate Services and Brokerage	24	24
2. Project Feasibility, Underwriting and P3	26	26
3. Economic Development Analysis	19	19
4. Community Outreach and Engagement	7	7
5. Master Planning, Site Planning and Project Management	21	21
<b>Total All Service Areas</b>	<b>97</b>	<b>97</b>

Of the 36 firms selected as pre-qualified for one or more service areas, four are certified as Women Business Enterprises (WBEs) and five are certified as Minority Business Enterprises (MBEs). All 36 firms completed the specified Business Inclusion Program (BIP) outreach component of the RFQ but may be required to complete additional outreach as part of any subsequent solicitation for bids or proposals.

### Charter Section 1022 Determination

In accordance with Charter Section 1022, the Personnel Department determined that there are civil service classifications that could potentially provide a few of the services proposed for contracting. The Personnel Department further determined, however, that due to the intermittent nature of the consulting services and the wide range of expertise required, that it would be difficult for City staff to perform the services.

### Bidding and Contracting

The pre-qualified list will be effective for a three-year initial term, with two one-year extension options with Council approval and is available to all City departments to utilize for asset management planning and economic development needs. Authority and funding to contract with consultants for real estate and economic development purposes will be entirely dependent on Council and Mayoral approval of the respective department's budgets.

Departments may issue ■ request for bids, information, and/or proposals to firms on the pre-qualified list on an as-needed basis. For each scope of work, bids will be requested from at least five (5) of the pre-qualified firms. The winning bidder, selected by the City department as being the most responsive and cost-effective, would be awarded ■ contract for each specified assignment.

All firms selected for the pre-qualified list ■■ expected to comply with the City's insurance requirements, all applicable City Policies and may be required to do additional business inclusion outreach.

This Office will release subsequent Supplemental RFQs throughout the term in order to augment the list of pre-qualified firms or expand the scope of services. Any such proposed additions to the list of pre-qualified firms will be submitted to the Municipal Facilities Committee and ■■ City Council for approval.

### **FISCAL IMPACT STATEMENT**

Approval of the recommendations in this report ■■ not anticipated to have an immediate impact on the General Fund. However, selection and use of any of the services provided could likely have an impact if the purpose and funding are not already included in the City's Adopted Budget. The recommendations in this report comply with the City's Financial Policies ■■ project funding will support project expenditures.

Attachment A – List of Pre-Qualified Real Estate and Economic Development Consultants  
Attachment B – List of Pre-Qualified Real Estate Consultant Service Areas

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## LIST OF PRE-QUALIFIED REAL ESTATE AND ECONOMIC DEVELOPMENT CONSULTANTS

After evaluation and scoring by panels of City real estate and economic development professionals of Statements of Qualifications submitted in response the CAO April 1, 2019 RFQ, the following firms were deemed prequalified.

Service Area 1: Real Estate Services and Brokerage	Service Area 2: Project Feasibility, Underwriting ■ Public/Private Partnerships	Service Area 3: Economic Development Analysis
AECOM	AECOM	AECOM
Alvarez & Marsal Public Sector Services	Alvarez ■ Marsal Public Sector Services	Alvarez & Marsal Public Sector Services
BAE Urban Economics	ARUP	ARUP
CBRE, Inc.	BAE Urban Economics	BAE Urban Economics
Colliers Int'l Valuation & Advisory Services	BuroHappold Engineering	BuroHappold Engineering
Cushman & Wakefield Western, Inc.	CBRE, Inc.	Economic & Planning Systems, Inc.
Economic ■ Planning Systems, Inc.	Cowley Real Estate Partners	Ernst & Young Infrastructure Advisors, LLC
Ernst ■ Young Infrastructure Advisors, LLC	Cushman & Wakefield Western, Inc.	Estolano LeSar Advisors
Estolano LeSar Advisors	Economic ■ Planning Systems, Inc.	Gensler
Guidehouse LLP	Ernst ■ Young Infrastructure Advisors, LLC	Guidehouse LLP
HR&A Advisors, Inc.	Estolano LeSar Advisors	HR&A Advisors, Inc.
Integra Realty Resources	Guidehouse LLP	Keyser Marston Associates, Inc.
Jones Lang LaSalle Americas, Inc.	HR&A Advisors, Inc.	Kosmont Companies
Keyser Marston Associates, Inc.	Jacobs Engineering Group, Inc.	Newmark Knight Frank
Kosmont Companies	Jones Lang LaSalle Americas, Inc.	PFM Financial Advisors LLC
KPMG LLP	Key ■ Marston Associates, Inc.	PlaceWorks
Macy + Associates, Inc.	Kosmont Companies	RCLCO
Newmark Knight Frank	KPMG LLP	The Concord Group
Overland, Pacific & Cutler, LLC	Project Finance Advisory, Ltd.	RCLCO
RCLCO	PFM Financial Advisors LLC	The Concord Group
The Concord Group	RCLCO	The Concourse Group, LLC
The Concourse Group, LLC	The Concord Group	The Maxima Group LLC
The Maxima Group LLC	The Concourse Group, LLC	Tierra West Advisors, Inc.
Tierra West Advisors, Inc.	The Maxima Group LLC	
	Tierra West Advisors, Inc.	
	WT Partnership	
Service Area 4: Community Outreach and Engagement	Service Area 5: Master Planning, ■ Planning, and Project Management	
AECOM	AECOM	
Estolano LeSar Advisors	BuroHappold Engineering	
Guidehouse LLP	CBRE, Inc.	
Jones Lang LaSalle Americas, Inc.	Cowley Real Estate Partners	
Lee Andrews Group	Cushman ■ Wakefield Western, Inc.	
PlaceWorks	Ernst & Young Infrastructure Advisors, LLC	
Tierra West Advisors, Inc.	Estolano LeSar Advisors	
	Gensler	
	Guidehouse LLP	
	HR&A Advisors, Inc.	
	IBI Group	
	Jacobs Engineering Group, Inc.	
	JOA Group	
	Jones Lang LaSalle Americas, Inc.	
	KPMG LLP	
	Newmark Knight Frank	
	Overland, Pacific & Cutler, LLC	
	PlaceWorks	
	The Concourse Group, LLC	
	Tierra West Advisors, Inc.	
	WT Partnership	

## **List of Pre-Qualified Real Estate Consultant Service Areas**

### **1. Real Estate Services and Brokerage**

- Preparation of Real Property Appraisals and Broker Opinions of Value
- Brokerage and marketing for City-controlled properties (including leases)
- Title Report search
- Market and feasibility analysis, market research
- Commercial and Industrial surplus/leakage analysis
- Advice on marketing strategies to solicit tenants and lease structuring for City-owned properties
- Space planning and demising recommendations for City properties
- Financial advice regarding structuring of City leases
- Preparation of Requests for Proposal, Requests for Qualifications, or other solicitations for development proposals
- Relocation services
- Other related services ■■ may be identified

### **2. Project Feasibility, Underwriting and Public/Private Partnerships**

- Land and project valuations
- Residual land value analysis
- Fair reuse value analysis
- GIS mapping services
- Evaluation of proposed TFAR transactions and associated community benefits agreements
- Pro forma analysis and underwriting for real estate development including: commercial, industrial, multi-family and affordable housing, municipal facilities, and mixed-use
- Public/private deal structuring, including alternative financing options, and assessment of equity participation
- Analysis for public/private partnerships, potentially to include developments on ground-leased City property, lease-leaseback transactions, and alternative ownership positions
- Cash flow projection and analysis, including preparation of discounted cash flow analysis for development projects
- Site- and/or development-specific revenue analysis and projections including, but not limited to, property, business, sales, utility, possessory interest, and transient occupancy taxes
- Commercial and Industrial surplus/leakage analysis
- Fiscal impact analysis
- Ground lease structuring
- Assistance in developer negotiations
- Other related services ■■ may be identified

**3. Economic Development Analysis**

- Economic development analysis and strategies for retail, commercial, and industrial land use
- Strategies for community revitalization
- GIS mapping services
- Sector-based strategies for economic development
- Development of business incubation strategies and programs
- Business district strategies and programs for business retention, expansion, and attraction
- Other related services ■ may be identified

**4. Community Outreach and Engagement**

- Organize and conduct community outreach meetings
- Prepare and distribute outreach materials
- Prepare and administer opinion survey or polling instruments
- Other related services as may be identified

**5. Master Planning, Site Planning and Project Management**

- Master planning for City-owned properties
- Site planning and development feasibility
- Structural analysis of existing City buildings, with respect to capacity for re-use or rehabilitation
- Parking analysis regarding demand, supply, and strategies for optimization
- Evaluation of environmental and hazardous materials in existing buildings, and preliminary budgeting for remediation
- Project negotiation/project management services for development projects
- Plan, coordinate and provide general and technical oversight of all project components
- Land surveys
- Other related services as may be identified





CITY HALL  
LOS ANGELES, CALIFORNIA 90012

May 31, 2019

Councilmember Greig Smith  
City of Los Angeles, 12<sup>th</sup> District  
200 N. Spring St., Room 405  
Los Angeles, CA 90012

The Honorable Jim Beall, Chair, Committee on Transportation  
State Capitol, Room 2082  
Sacramento, CA 95814

The Honorable Nancy Skinner, Chair, Committee on Public Safety  
State Capitol, Room 5094  
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**Re: Opposition to AB 516 (Chiu) Authority to Remove Vehicles**

Dear Honorable Chairs:

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As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been left in the public right-of-way for over 72 hours. This prohibition would allow individuals to park anywhere, no matter posted parking restrictions, without fear of repercussions. In addition, this bill removes the ability of local governments to tow or immobilize

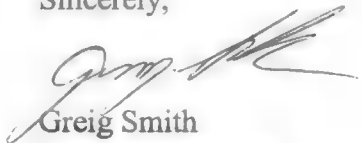


vehicles with five or more unpaid parking citations, further reducing the City's ability to collect on parking citations and discourage scofflaw behavior.

In addition, this bill will prohibit the towing of vehicles with registration that is six months or more out of date. This will encourage individuals to stop registering their vehicles, and make it difficult for law enforcement to find the owners of vehicles involved in crimes. Vehicle registration is also a significant factor in ensuring that vehicles on the road are safe to operate and are in compliance with the state's emission laws. Further, a portion of vehicle license fees is set aside for road reconstruction projects through SB 1. Removing the deterrent for non-registration will only encourage individuals to stop registering their vehicles, impacting our public safety, environment and tax receipts.

While well intentioned, AB 516 should not be advanced. If the legislature wishes to address the problems faced by low income drivers, other policies should be considered. As an example, the City of Los Angeles offers a program that provides parking citation payment plans for indigent individuals, and operates a program which allows individuals experiencing homelessness to pay their citations through community service or enrollment in a homeless services program. Programs like these would be better suited for this problem than removing all enforcement ability and encouraging scofflaw behavior.

Sincerely,



Greig Smith

City of Los Angeles

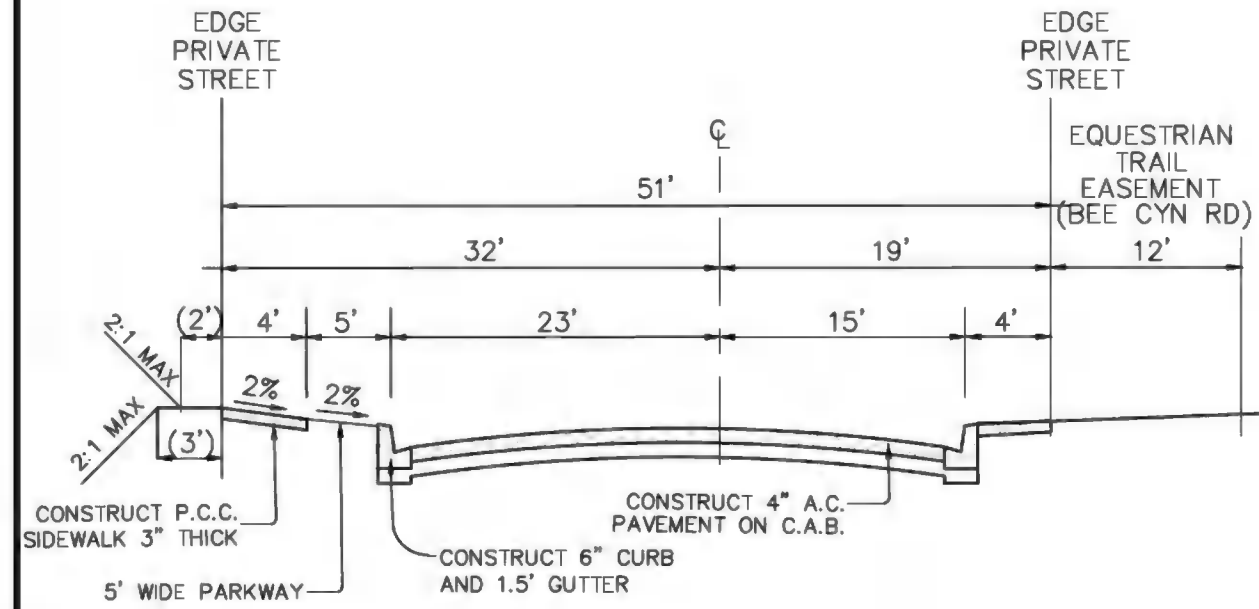
Councilmember, 12<sup>th</sup> District

cc: The Honorable David Chiu  
Members, Senate Committee on Transportation  
Members, Senate Committee on Public Safety  
Los Angeles Senate Delegation



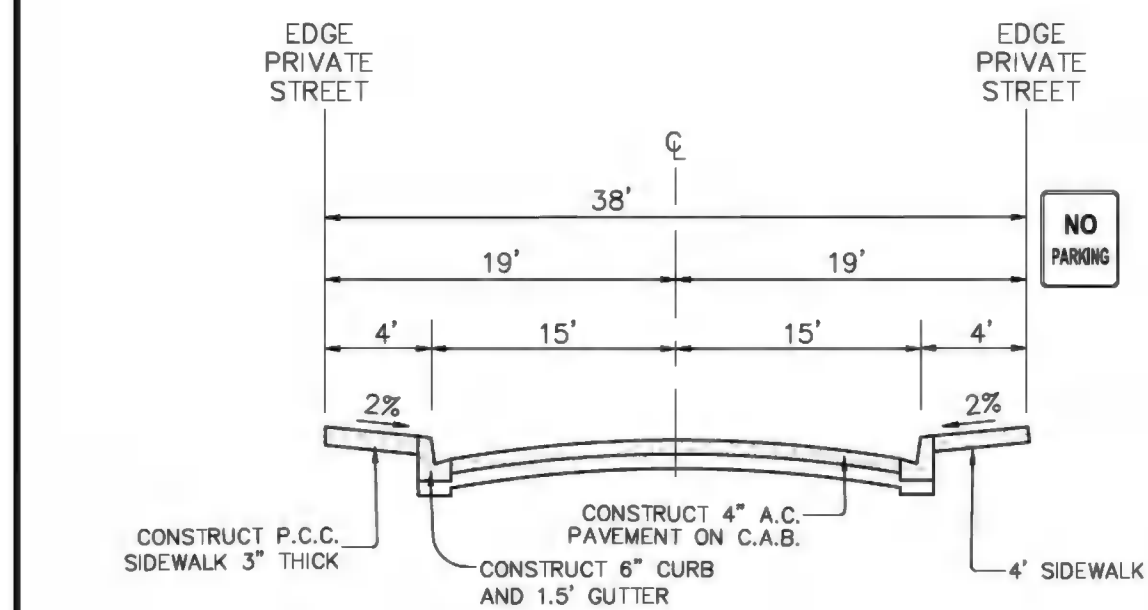
1. CALLE MILAGROS  
(PRIVATE STREET AND FIRE LANE)

NOT TO SCALE



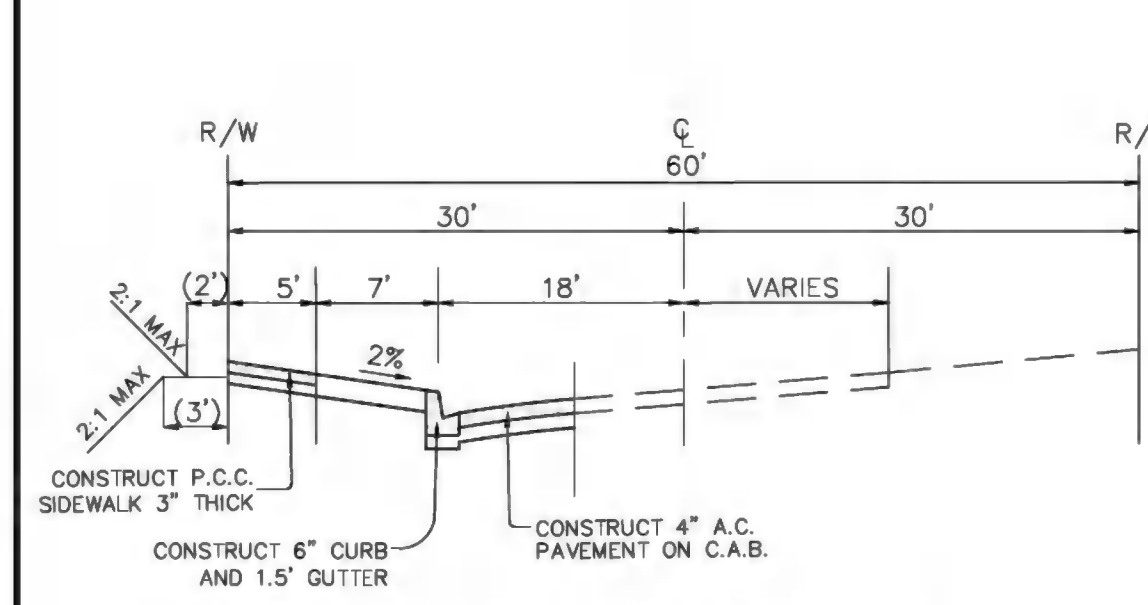
2. BEE CANYON  
(PRIVATE STREET AND FIRE LANE)

NOT TO SCALE



3. A STREET  
(PRIVATE STREET AND FIRE LANE)

NOT TO SCALE



4. OLD SANTA SUSANA ROAD

NOT TO SCALE

LEGAL DESCRIPTION

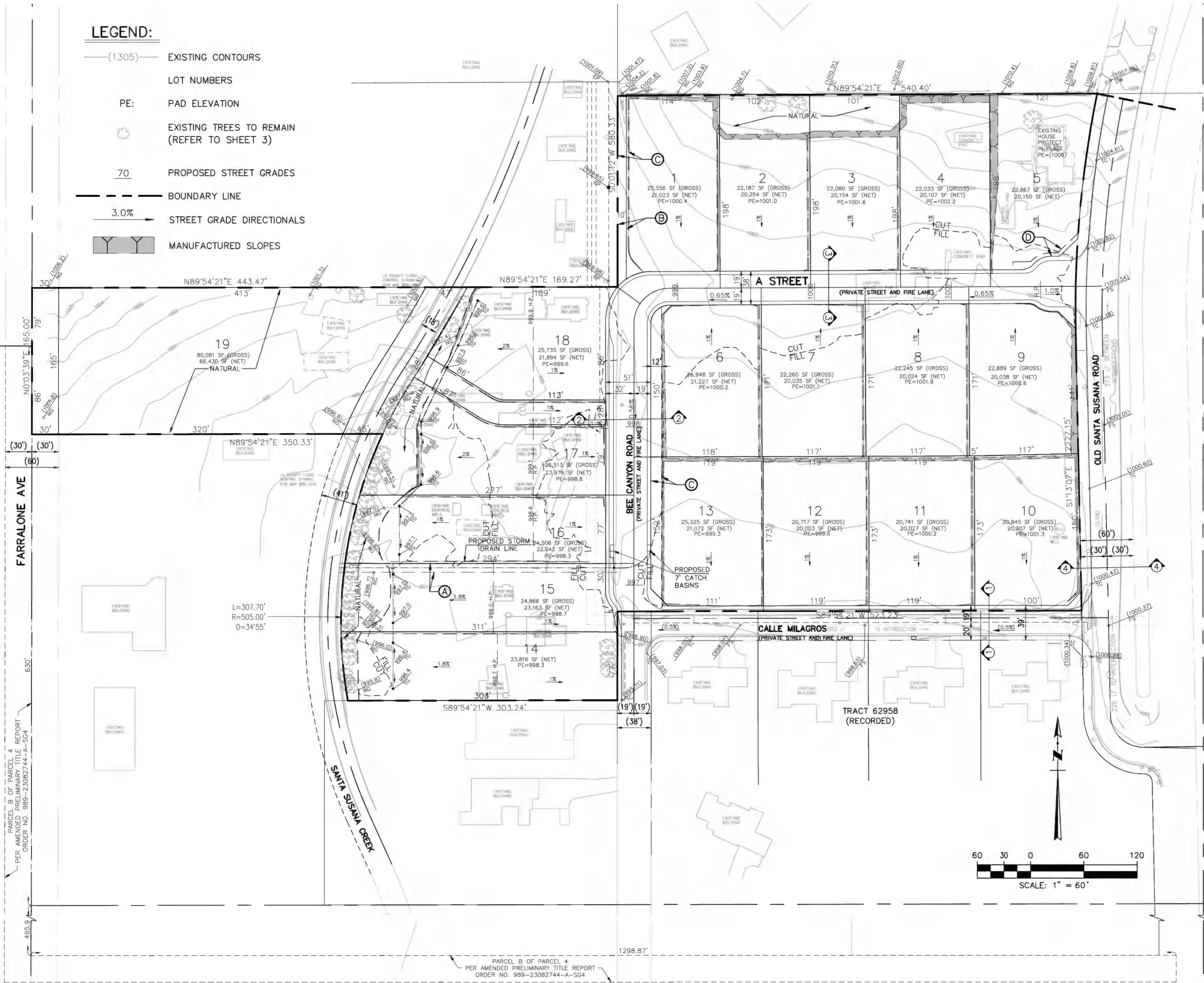
ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:  
PARCEL 1: (APN: 2723-005-002)  
THE NORTH 13 ACRES OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF THE SURVEY OF SAID LAND FILED IN THE DISTRICT LAND OFFICE ON OCTOBER 5, 1896, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, EXCEPT THE NORTH 412 FEET THEREOF.  
ALSO EXCEPT ANY PORTION THEREOF IN ANY PUBLIC ROAD OR HIGHWAY.

PARCEL 2: (APN: 2723-005-003)

THE SOUTH 2 ACRES OF THE NORTH ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, EXCEPT THEREFROM THE EAST 30 FEET THEREOF CONVEYED TO THE COUNTY OF LOS ANGELES FOR ROAD PURPOSES. ALSO EXCEPT THAT PORTION LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE:  
BEGINNING AT A POINT IN THE SOUTH LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 12, DISTANT LONG SAID SOUTH LINE NORTH 89°53'49" WEST 54.58 FEET FROM THE SOUTHEAST CORNER OF SAID SOUTHEAST ONE-QUARTER, SAID SOUTHEAST CORNER BEING A POINT IN THE CENTER LINE OF SANTA SUSANA AVENUE, 60 FEET WIDE, AS SHOWN ON MAP OF TRACT 2771, RECORDED IN BOOK 27, PAGE 93 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;  
THENCE FROM A TANGENT HAVING A BEARING OF NORTH 1°13'37" WEST NORTHERLY ALONG A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 23.950 FEET THROUGH AN ANGLE OF 0°37", AN ARC DISTANCE OF 33.05 FEET;  
THENCE NORTH 1°14'44" WEST 100.32 FEET TO A TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 8.04 FEET;  
THENCE ALONG LAST SAID CURVE, NORTHWESTERLY THROUGH AN ANGLE OF 90°0'0" AN ARC DISTANCE OF 16.06 FEET IN THE POINT OF TANGENCY THEREOF, WITH A REVERSE CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 67.00 FEET;  
THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH AN ANGLE OF 90°3'46" AN ARC DISTANCE OF 105.32 FEET;  
THENCE NORTH 1°15'58" WEST 430.27 FEET TO A TANGENT CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1.230 FEET;  
THENCE ALONG LAST SAID CURVE NORTHERLY THROUGH AN ANGLE OF 15°12'38" AN ARC DISTANCE OF 326.53 FEET;  
THENCE TANGENT TO LAST SAID CURVE NORTH 14°5'40" EAST 133.32 FEET TO A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 140.00 FEET;  
THENCE ALONG LAST SAID CURVE NORTHWESTERLY THROUGH AN ANGLE OF 90°11'08" AN ARC DISTANCE OF 220.37 FEET TO THE POINT OF TANGENCY THEREOF, WITH THAT CERTAIN CURVE IN THE SOUTHERLY LINE OF SANTA SUSANA AVENUE, 60 FEET WIDE AS SHOWN ON SAID MAP AS HAVING A RADIUS OF 151.79 FEET, SAID POINT BEING DISTANT ALONG SAID CERTAIN CURVE NORTHWESTERLY AN ARC LENGTH OF 14.54 FEET FROM THE EASTERLY TERMINUS THEREOF.

LEGEND:

- (1305) EXISTING CONTOURS
- LOT NUMBERS
- PE: PAD ELEVATION
- EXISTING TREES TO REMAIN (REFER TO SHEET 3)
- 70 PROPOSED STREET GRADES
- BOUNDARY LINE
- 3.0% STREET GRADE DIRECTIONALS
- MANUFACTURED SLOPES



OWNERS:

SANTA SUSANA ESTATES, LLC  
11766 WILSHIRE BLVD., SUITE 820  
LOS ANGELES, CA 90025  
TEL (310) 582-1991 EXT. 203  
EMAIL: ERIK@ORSTEINENTERPRISES.COM

SUBDIVIDER:

SANTA SUSANA ESTATES, LLC  
11766 WILSHIRE BLVD., SUITE 820  
LOS ANGELES, CA 90025  
TEL (310) 582-1991 EXT. 203  
EMAIL: ERIK@ORSTEINENTERPRISES.COM

PREPARED BY:

STANTEC CONSULTING SERVICES INC.  
14801 CALIFA STREET  
VAN NUYS, CA 91411  
TEL (818) 305-3214  
EMAIL: COLIN.NEMEROFF@STANTEC.COM

PARCEL 3: (APN: 2723-005-030)

THE EAST HALF OF THE SOUTHERLY 530 FEET OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND FILED IN THE DISTRICT LAND OFFICE OCTOBER 5, 1896.

EXCEPT THEREFROM THE NORTHERLY 2 FEET THEREOF.

ALSO EXCEPT THEREFROM THE SOUTHERLY 230 FEET THEREOF.

ALSO EXCEPT THAT PORTION OF SAID LAND LYING WESTERLY OF A LINE PARALLEL WITH AND 15 FEET EASTERLY MEASURED RADially FROM THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT IN THE CENTER LINE OF CHATSWORTH STREET DISTANCE ALONG SAID CENTER LINE NORTH 89°48'04" WEST 1124.97 FEET FROM THE CENTER LINE OF SANTA SUSANA AVENUE AS SAID CENTER LINES ARE SHOWN IN LOS ANGELES CITY ENGINEER'S FIELD BOOK 21806, PAGE 3;  
THENCE NORTH 32°22'10" EAST, 61.93 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE TO THE WEST AND HAVING A RADIUS OF 550 FEET;  
THENCE NORTHERLY 191.99 FEET ALONG SAID CURVE;  
THENCE TANGENT TO SAID CURVE NORTH 12°22'10" EAST 151.58 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 600 FEET;  
THENCE NORTHERLY 62.83 FEET ALONG SAID CURVE THENCE TANGENT TO SAID CURVE NORTH 18°22'10" EAST 289.34 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 700 FEET; THENCE NORTHERLY 519.24 FEET ALONG SAID CURVE;  
THENCE TANGENT TO SAID CURVE NORTH 24°07'50" WEST 63.45 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 520 FEET; THENCE NORTHERLY 517.32 FEET ALONG SAID CURVE.

PARCEL 4: (APN: 2723-005-017)

PARCEL A:

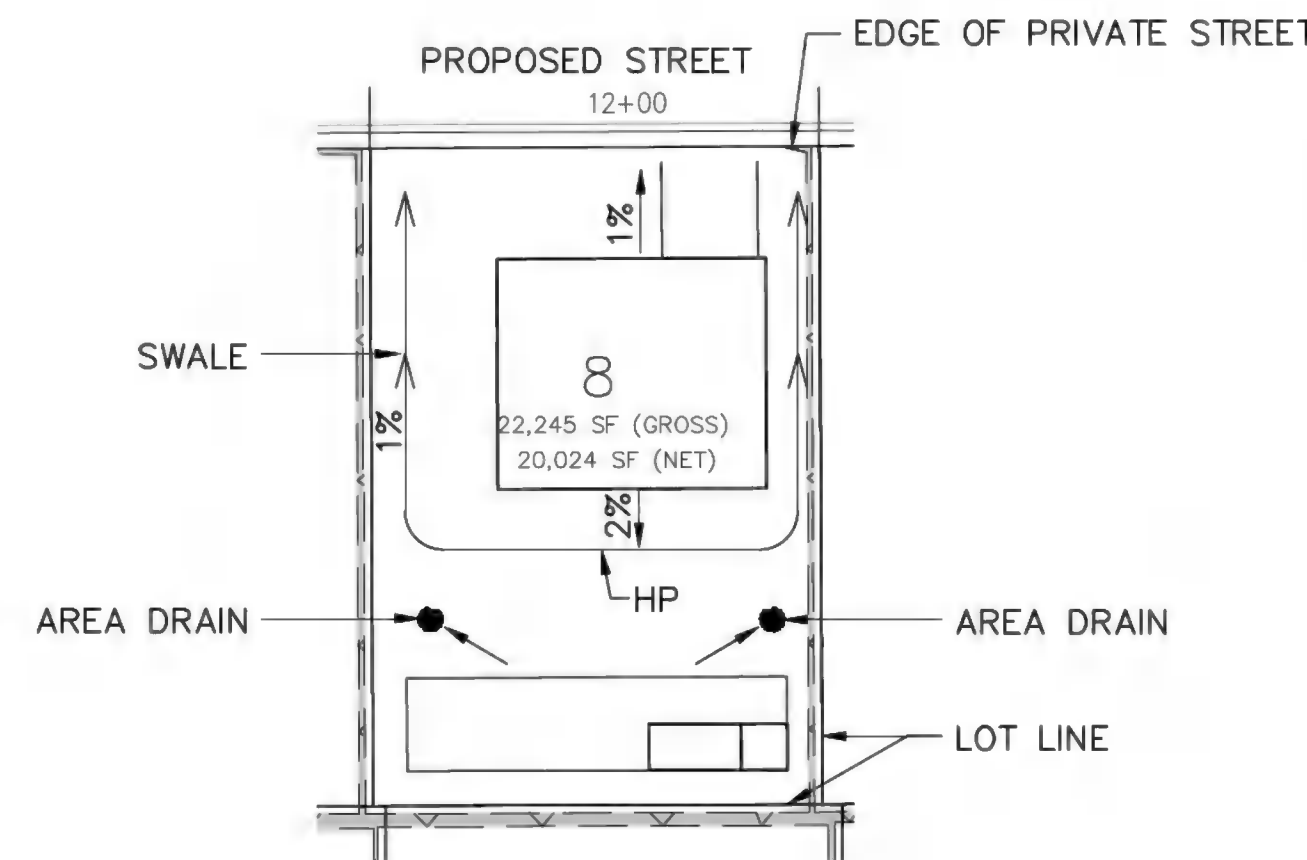
THAT PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEGINNING 627 FEET SOUTH OF THE NORTHEAST CORNER OF THE WEST HALF OF SAID NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 12;  
THENCE RUNNING 660 FEET WEST; THENCE 165 FEET SOUTH; THENCE 660 FEET EAST; THENCE 165 FEET NORTH TO THE POINT OF BEGINNING.

PARCEL B:

AN EASEMENT FOR INGRESS AND EGRESS TO BE USED IN COMMON WITH OTHERS AS GRANTED AND DESCRIBED IN INSTRUMENT RECORDED SEPTEMBER 18, 1958, IN BOOK 4298, PAGE 46, OFFICIAL RECORDS AND OTHER VARIOUS INSTRUMENTS OF RECORD.

PROPOSED EASEMENTS:

- 10' DRAINAGE EASEMENT
- 10' SEWER EASEMENT
- 12' EQUESTRIAN TRAIL EASEMENT
- 5' LANDSCAPE EASEMENT



TYPICAL LOT DRAINAGE & SIDE YARD SWALE

KEVIN HAMILTON DONLON,  
RCE 79983

01/07/19  
DATE



DATE: JANUARY 07, 2019

SHEET 1 OF 3

NOTES

- LOT SUMMARY: 19 SINGLE FAMILY RESIDENTIAL LOTS  
GROSS: 11.93 ACRES  
NET: 11.53 ACRES
- EXISTING LAND USE: VERY LOW I (CHATSWORTH-PORTER RANCH PLAN)  
PROPOSED LAND USE: VERY LOW I (SAME AS EXISTING)
- UTILITY PROVIDERS: SEWER: CITY OF LOS ANGELES  
WATER: CITY OF LOS ANGELES DWP  
POWER: CITY OF LOS ANGELES DWP  
GAS: SOUTHERN CALIFORNIA GAS  
TELEPHONE: AT&T  
CABLE: SPECTRUM
- PROPOSED GRADING QUANTITIES: CUT: 7,554 CUBIC YARDS (ENTIRE SITE)  
FILL: 12,747 CUBIC YARDS (ENTIRE SITE)  
IMPORT = 5,193 CUBIC YARDS (ENTIRE SITE)  
CUT: 31 CUBIC YARDS (HILLSIDE PORTION)  
FILL: 953 CUBIC YARDS (HILLSIDE PORTION)  
IMPORT = 922 CUBIC YARDS (HILLSIDE PORTION)  
UNADJUSTED FOR BULK OR SHRINK
- EXISTING ASSESSORS PARCELS: 2723-005-002 (EXISTING SINGLE FAMILY); 2723-005-003 (VACANT)  
2723-005-017 (EXISTING SINGLE FAMILY); 2723-005-030 (EXISTING SINGLE FAMILY)
- ALL RESIDENTIAL LOT AREAS TO BE MINIMUM 20,000 SQUARE FEET WITH MINIMUM 2,200 SQUARE FOOT RESERVATIONS FOR EQUINE KEEPING DEPICTED ON SHEET 2. NET AREAS REFLECT GROSS LOT AREA LESS PRIVATE STREET, PUBLIC SEWER EASEMENT, AND PUBLIC FLOOD CONTROL EASEMENT.
- ALL EXISTING STRUCTURES (EXCEPT FOR EXISTING HOUSE ON PROPOSED LOT 5) ARE TO BE REMOVED.
- ALL EXISTING TREES SHOWN PER REPORT PREPARED BY THE TREE RESOURCE ON AUGUST 18, 2016.
- THE PROPERTY IS DESIGNATED IN ZONE X PER FLOOD INSURANCE RATE PANEL NO. 06037C1040F.
- THERE ARE EXISTING WELLS ON APN 2723-005-003 AND APN 2723-005-017 (TO BE ABANDONED).
- EASEMENT AND BOUNDARY INFORMATION IS BASED ON ALTA SURVEYS PREPARED BY PARTNER ENGINEERING AND SCIENCE, INC. AS WELL AS FIDELITY NATIONAL OWNER'S POLICY OF TITLE INSURANCE ORDER NUMBER 23084721-989-989 (DATED AUGUST 15, 2016) AND AMENDED PRELIMINARY TITLE REPORT ORDER NUMBER 989-23082744-A-SG4 (DATED AUGUST 18, 2016).
- TOPOGRAPHY SOURCED FROM ALTA FIELD SURVEY PREPARED BY PARTNER ENGINEERING AND SCIENCE, INC. ON JULY 20, 2016.
- THIS MAP IS FILED AS A MERGER AND RESUBDIVISION PER SECTION 66499.201/2 OF THE SUBDIVISION MAP ACT.
- SUBDIVIDER RESERVES THE RIGHT TO RECORD THE PROJECT IN PHASES PER SECTION 66456.1 OF THE SUBDIVISION MAP ACT.
- ALL STREETS ARE PRIVATE STREETS AND FIRE LANES.
- SEWER AVAILABLE ON SITE IN BEE CANYON ROAD AND CALLE MILAGROS.
- LOT 19 WILL BE A SINGLE STORED CUSTOM HOME SEWERED BY SEPTIC WITH ACCESS OFF OF BEE CANYON ROAD.
- STORM DRAINS AND CATCH BASINS PROVIDED FOR FLOOD AND EROSION CONTROL TO COMPLY WITH THE REQUIREMENTS OF THE CITY OF LOS ANGELES.
- THE PROPERTY IS LOCATED IN COUNCIL DISTRICT 12.
- THE PROJECT IS NOT LOCATED IN A FLOODWAY, MUD PRONE OR SPECIAL HAZARD AREA. FLOOD ZONE "A" 100 YEAR FLOOD IS CONTAINED WITHIN A FLOOD CHANNEL. A PORTION OF THE PROPERTY IS LOCATED WITHIN A HILLSIDE ZONING AREA (APN 2723-005-017 [ONLY]). THE PROPERTY IS LOCATED WITHIN A VERY HIGH FIRE HAZARD, HIGH WIND VELOCITY, LIQUEFACTION AREA, AND SPECIAL GRADING AREA.
- A HAUL ROUTE IS BEING REQUESTED.
- MANUFACTURED SLOPES ARE DESIGNED WITH A 2:1 RATIO UNLESS OTHERWISE INDICATED ON PLAN.
- PRELIMINARY GEOTECHNICAL INVESTIGATION AND SOILS REPORT NUMBER J.N.:2507.00 COMPLETED BY ALBUS-KEEFE & ASSOCIATES, INC ON AUGUST 17, 2016.



VICINITY MAP

NOT TO SCALE

VESTING TENTATIVE  
TRACT MAP No. 074478

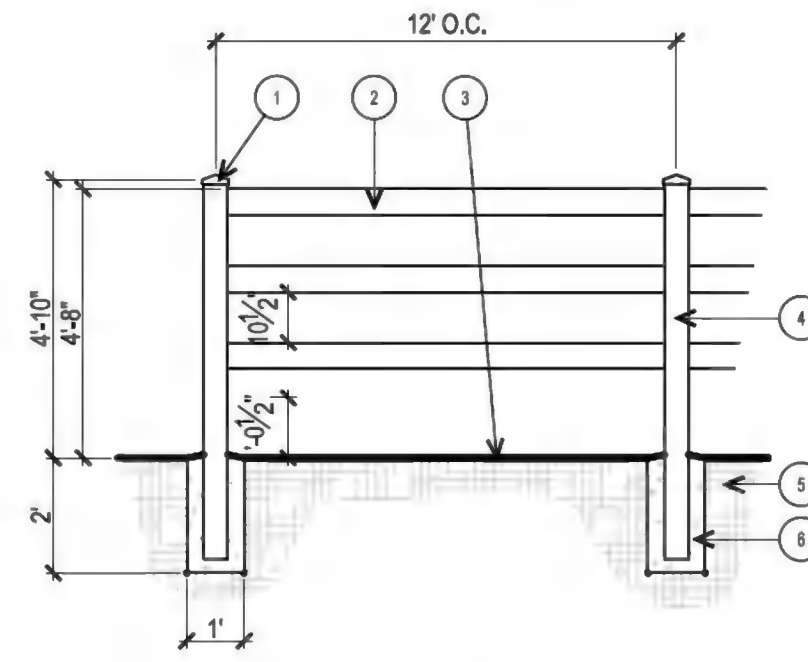


# LEGEND:

- (1305) EXISTING CONTOURS
- 9 LOT NUMBERS
- 70 PROPOSED STREET GRADES
- BOUNDARY LINE
- EXISTING TREES TO REMAIN (REFER TO SHEET 3)
- MANUFACTURED SLOPES

## LEGEND

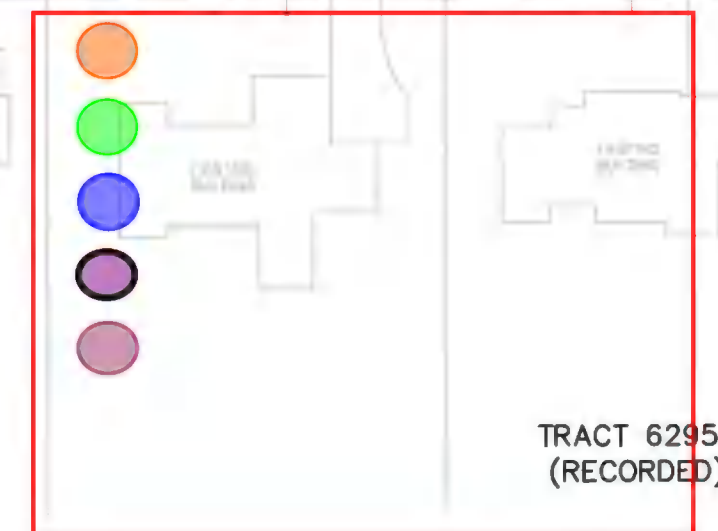
- 5" Horse cap.
- 1 1/2" x 5 1/2" Vinyl rail.
- Finished grade.
- 5"x5" Vinyl post.
- 90% Compacted subgrade.
- Concrete footing, slope to drain.



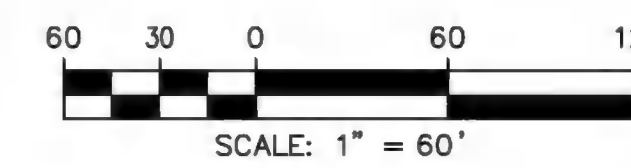
EQUESTRIAN TRAIL  
TYPICAL ELEVATION  
(CONCRETE POST)

## NOTES

- Fence Manufacturer: Fencoworks Company.
- Post and Rail Fence, 3-Rail Style.
- Install rail and posts per Manufacturer's specifications.
- Contractor to verify that fence heights meet City standards.



TRACT 62958  
(RECORDED)



## NOTES:

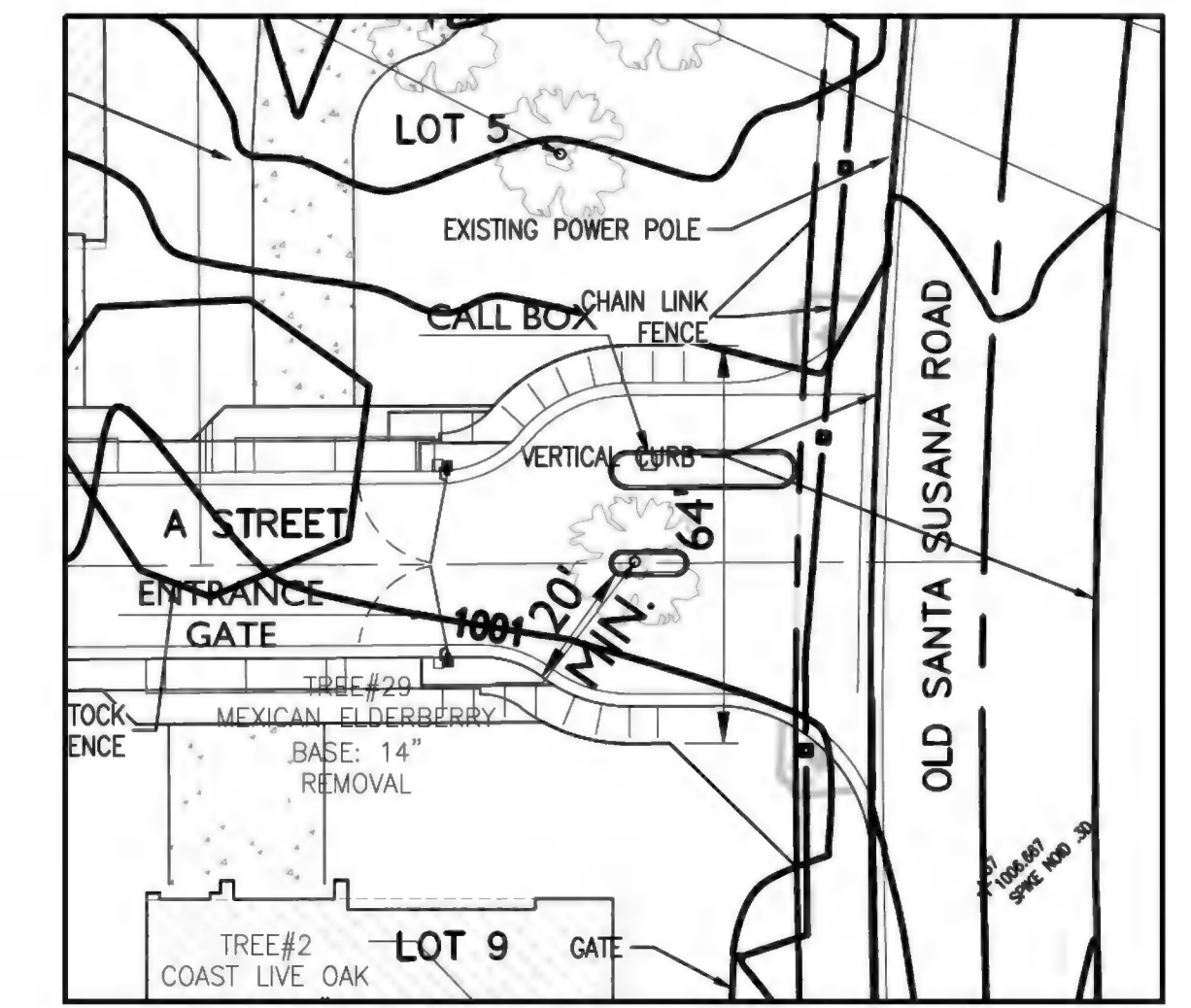
### 1. MAXIMUM BUILDING ENVELOPE INFORMATION:

LOT No.	AREA (SQ. FT.)	LOT No.	AREA (SQ. FT.)
1	4851	11	5694
2	5000	12	5694
3	5694	13	5174
4	5000	14	5000+1200
5	5000+1200	15	5000+1200
6	5174	16	5000+1200
7	5694	17	5000+1200
8	5694	18	5000
9	5174	19	10000+1200
10	5174		

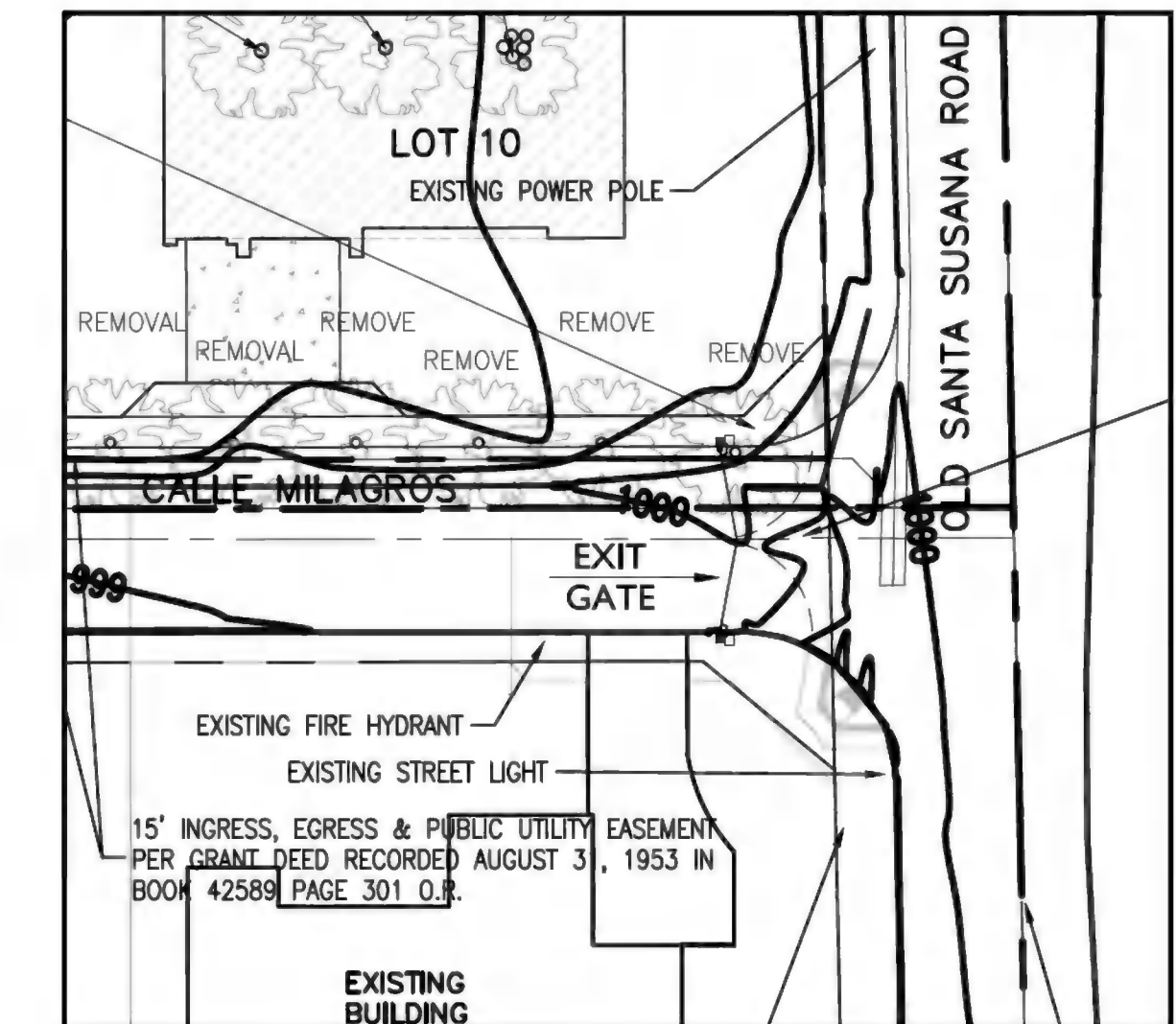
- DRIVEWAYS AND REQUIRED YARD SETBACKS HAVE BEEN EXCLUDED IN THE MAXIMUM BUILDING ENVELOPE AREA CALCULATIONS.
- THE MAXIMUM PROPOSED BUILDING HEIGHT IS 32 FEET.
- NO PARKING SIGN POSTED ON ONE SIDE OF STREET.
- MAXIMUM RESIDENTIAL FLOOR AREA PER ORD. NO. 184,802 FOR RA ZONE.
- LOT 19 WILL BE RESTRICTED TO A SINGLE STORY HOME.
- ACCESSORY DWELLING UNITS (ADU) ARE AN OPTIONAL IMPROVEMENT FOR INDICATED LOTS.
- OPTIONAL DETACHED GARAGE INCLUDING HABITABLE SPACE SUBJECT TO FUTURE ADMINISTRATIVE APPROVAL BY DEPARTMENT OF CITY PLANNING AND/OR DEPARTMENT OF BUILDING AND SAFETY.

KEVIN HAMILTON DONLON,  
RCE 79983

03/22/19  
DATE



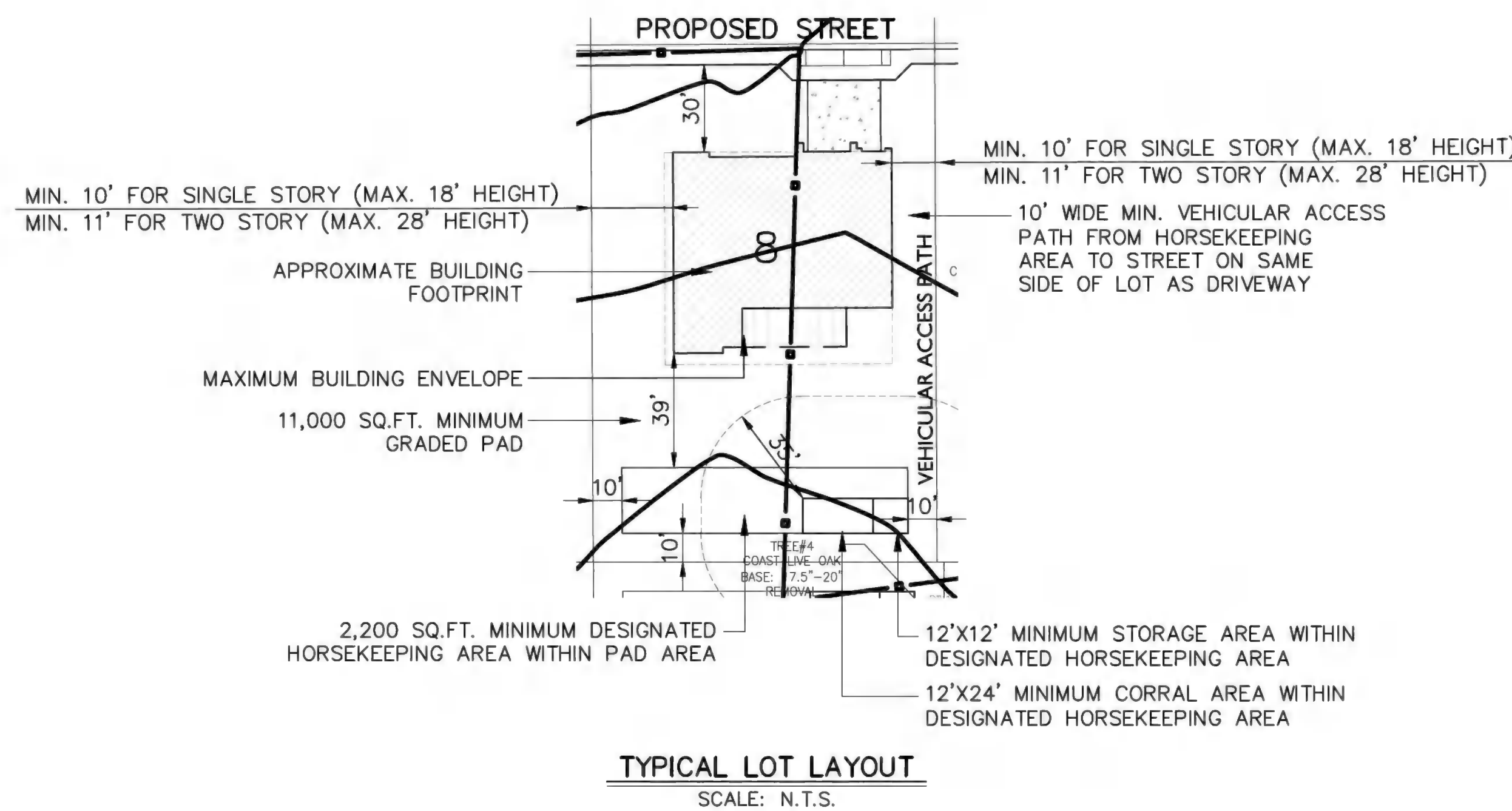
OPTIONAL ENTRANCE GATE DETAIL  
SCALE: N.T.S.



OPTIONAL EXIT GATE DETAIL  
SCALE: N.T.S.



VICINITY MAP  
NOT TO SCALE



TYPICAL LOT LAYOUT  
SCALE: N.T.S.

# VESTING TENTATIVE TRACT MAP No. 074478



## AB516 Opposition Talking Points

- As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been left in the public right-of-way for over 72 hours.
  - This would allow individuals to park anywhere, no matter posted parking restrictions, without fear of repercussions.
  - AB516 would also prohibit the City from removing vehicles with five or more unpaid parking citations.
  - This bill reduces the City's ability to collect on parking citations, enforce local vehicle regulations, and only encourages unlawful behavior.
  - While we can all agree that parking tickets can be costly, the City currently offers several programs to low-income communities and people experiencing homelessness. These programs such as Community Assistance Parking Program (CAPP) and Installment Payment Plan (IPP) offer affordable payment plans and community services repayment plans.
  - Expansion of these programs could be explored without removing entirely the City's ability to discourage scofflaw behavior.
  - AB516 also prohibits the City from removing vehicles whose registration is six months or more out of date.
  - Without the deterrent for non-registration, individuals will be encouraged to stop registering their vehicles.
  - Vehicle registration is a significant factor in ensuring that vehicles on the road are safe to operate and are in compliance with the state's emission laws.
  - A portion of vehicle license fees is set aside for road reconstruction projects through SB1 and for other basic services.
  - Moreover, current vehicle registration is a critical tool for law enforcement to find the owners of vehicles involved in crimes.
  - Removing the deterrent for non-registration will only encourage individuals to stop registering their vehicles, impacting our public safety, environment and tax receipts.
- 
- From a business perspective: 72-hour parking time restrictions are a key element in city efforts to protect the public right of way.
  - Protection of the public right of way allows for residents to access the various facets of a city, including residential neighborhoods, government services, local businesses, and city attractions.
  - Ensuring residents and visitors have access to their own homes and businesses benefit from the city adequately enforcing these basic restrictions.
  - Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle as communities densify. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.
- 
- The bill is well intentioned in that it seeks to help low-income communities and people experiencing homeless burdened with parking citation costs. However, prohibiting local government from enforcing basic vehicle regulations is not the answer.
  - Instead, we should seek to expand payment programs to help homeless and low-income motorists in all cities across the state.
  - And continue to allow local authorities to enforce regulations that promote public safety for all.



June 11, 2019

Vince Bertoni  
General Manager  
Planning Department  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, 90012

Dear Mr. Bertoni,

Thank you again for taking the time to discuss the Home Sharing Ordinance (HSO) and its quickly approaching implementation. We appreciate the time and effort your team has put into this process. As we stated during our meeting, we are committed to working closely with the City to ensure that the rollout of the ordinance, its implementation, and its enforcement go smoothly and serve the goals of all of the stakeholders. As you know, we submitted a follow-up email to you and your staff proposing a suggested roll-out schedule that would accomplish that goal and minimize -- and hopefully eliminate -- the potential for disruption for the thousands of local residents who are legally renting their home.

Since we met, we have had subsequent discussions with your staff regarding the ordinance and its implementation plans, and late Friday night we received a draft of the appendix to the Administrative Guidelines. We have not received the Administrative Guidelines themselves. Additionally, as you know, we have sent numerous communications to the City (attached), to which we have received no response. We have also shared a draft platform agreement, again to which we have received no response. It is a significant challenge for us to evaluate the different registration options you have proposed absent critical pieces of information such as the administrative guidelines and/or a draft platform agreement.

Our early understanding of the City's proposed system anticipates rapid communication between City departments and online platforms like Airbnb to assist the City's enforcement of short-term rental laws. While we fully support the City's goals, it is critical to recognize that we must engage collaboratively to build out technology systems that are compatible and thoroughly tested to avoid major disruptions and confusion. For these systems to work, our teams must work together in a transparent way towards this common goal and while we stand ready to prioritize this work, we must set realistic timelines for build out and testing before launching to the public. While the Home Sharing Ordinance includes a July 1, 2019 effective date, the City's

process and technical system capabilities are still unclear, and it will take several months for our team to build out and test the systems required to comply with its provisions.

Furthermore, we have serious concerns about the City's ability to readily process the tens of thousands of applications from hosts in Los Angeles, most of whom have been hosting for years on many different platforms without incident. Based on our experiences in other major cities that have implemented new laws, we anticipate that the City will be inundated and very likely overwhelmed by the interest in home sharing. By preventing hosts from continuing to book guests and earning additional income for their families during the City's review, the Department is increasing the likelihood of major disruptions to a critical part of many Angelenos' lives. Without a clear commitment and plan to approve or disapprove applications within a few days of completion, the City needs to prepare for interruptions to travel, impacts on tax revenue, and frustrated hosts who want to be compliant with the law.

We wanted to take the opportunity to share our comments, concerns and questions regarding our understanding of where this process stands.

### **General Comments**

1. With barely three weeks left until the implementation of the HSO, we still have not seen administrative guidelines. This document, as we understand, underpins the development of the online registration system, and in the absence of seeing these guidelines, it is unclear how the registration system is being developed and consequently cannot provide any information to our hosts;
2. We have previously submitted a number of questions about the technical operations of the system and have urged that discussions occur between the City's technical staff and our technical teams to ensure that an efficient and secure exchange of information between the City and the platforms. We have received no responses to our questions and discussions with Host Compliance are only just now occurring with our technical teams and only after we requested the discussion;
3. We are not aware whether the system being built to accept the registration of thousands of hosts has been tested, and we are concerned that a system is planned to be launched on July 1 without adequate preparation;
4. Most critically, it has very recently come to our attention that it is the City's position that a host will not be allowed to host while their application is pending. We strongly recommend that hosts who have properly completed a short term rental registration application be permitted to continue to operate during the City's review of that application for the following reasons:
  - a. Allowing hosts to list their home while their application is pending will avoid disruption in the market. If a host has to remove a listing while the application is pending, a legal host will lose revenue during that process and the City will lose tax revenue that would have been generated during that time;
  - b. In our experience, many cities take numerous weeks and months to review and approve applications. While City officials have told us they are committed to a

timely review, the volume of applications in LA, the complicated registration process with numerous documents involved, and our experience in numerous other markets suggest that there will be delays in LA as well regardless of best intentions;

- c. The goal of denying hosts the ability to list while their application is pending is to keep illegal hosts from benefiting financially while their application is still pending. This risk is minimal and is far outweighed by the benefits of allowing hosts to list while pending. If the City is timely in its review of applications, ineligible hosts will have a limited window of time in which to benefit, and will benefit only if reservations are both made and used within that window. In contrast, allowing the vast majority of hosts who operate legally to list will avoid financial disruption for them, delays in getting their listing back if the city is backlogged, and disruption to city tax revenue. Again, we ***strongly recommend*** that the city revisit its position on this issue.

### **Comments regarding HSO Administrative Guidelines Appendix 1**

1. While we appreciate receiving this appendix for review, it is hard to evaluate an "appendix" when the document it appends is not available for review, though we will provide comments as best we can absent the main document;
2. As described in the second paragraph of the document, one of the methods for complying with the HSO is through a Platform Agreement. As mentioned previously, we submitted a draft platform agreement to the City on April 26. Given that a completed agreement is key to compliance, we are unclear how a platform can complete an agreement absent any reply from the City. According to this document, a Platform Agreement is Appendix B, but that has not been provided at this point;
3. "Outreach Phase" in this document is not defined. Since this document needs to be approved by City Council, it is unclear how they can approve without more detail;
4. "Enforcement Date" in this document is not defined. Since this document needs to be approved by City Council, it is unclear how they can approve without more detail;
5. The document states that "all Short Term Rental Listings provide the Registration Number, including all *Listing websites controlled* by the Hosting Platform..." It is unclear what this requirement entails. Are the additional web sites required to be included on the listing? What is the intent of this requirement?
6. The document states that "each Registration Number used on the Hosting Platform's Listings are unique..." If a host has two listings in their house, it is not clear from this statement whether they can use the same registration number for both;
7. The document states that "Hosting Platforms must take reasonable measures to ensure..." and included on the list is that the "Host has provided a Registration Number that matches the address of the associated Listing." While we understand that there will need to be a process to confirm that the host has a valid registration number, by what means is the City suggesting that we confirm the registration number matches an address list maintained by the City? Since the City would have granted a valid registration number based on confirming a valid address list, we believe that confirming

that the registration number is valid should be sufficient. Moreover, due to multiple formatting differences between different mapping sites or how the hosts enter them (i.e. Apt #1 v. apt. 1 or Blvd v. Boulevard), errorless address matching is very difficult;

8. The API system requires a query every 24 hours. This seems unnecessary since if a host's listing becomes invalid the City is already requiring that we take down the listing within 2 days of being notified;
9. Under the API section of the document, it requires platforms to submit the "Full name of the Host (as provided to the Hosting Platform by the Host)". Our concern with this request is how the City will use this information given that often the name on the registration provided to the City may not match the name given to us for hosting purposes (i.e. one spouse registers and the other spouse manages the listing and has their name on our platform). Given that the names for valid reasons may be different, if the City intends to use the name to enforce compliance, it may cause confusion and unnecessary denials or revocations of applications;
10. For exemption requests, the document requires the submittal of an explanation of "why the property would not be considered a Short-Term Rental subject to the provisions of the Home-Sharing Ordinance." To streamline this process for automation purposes, the City and the platforms should agree on a set of codes that conform with the different potential reasons (i.e. Property is a licensed motel = Code 01). Simply including narrative language will prevent this process from being uniform and cause additional confusion and delay;
11. Under the "Prevent Booking Services" section, we recommend that the City and the platforms set up a regular cadence for the City to provide the "Notice of Ineligibility," how those lists are going to be securely transmitted by the parties, and how communications of questions regarding the documents will be handled.

We expect to have additional questions as we meet with Host Compliance and receive more information from the City, but in the spirit of cooperation, we wanted to provide questions and concerns about this document in a timely manner. We hope to continue this dialogue as we move this process forward.

Sincerely,

A handwritten signature in black ink, appearing to read "John Choi". The signature is fluid and cursive, with the first name "John" and last name "Choi" clearly distinguishable.

John Choi  
Policy Manager  
Airbnb

Cc: The Honorable Herb Wesson, President, Los Angeles City Council  
The Honorable Marqueece Harris-Dawson, Chair, PLUM



Amy Brothers, Deputy City Attorney



May 21, 2019

Mr. Vince Bertoni  
General Manager  
Planning Department  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, 90012

Dear Mr. Bertoni,

We appreciated our recent conversation with your staff, where we were able to get an update on the Department's progress in establishing its registration system and administrative guidelines. With less than six weeks until the ordinance is expected to take effect, I am writing to restate our concerns with the City's progress in that endeavor. Thousands of Angelenos will be impacted by this new home sharing law, yet there has been no clarity on how the registration system will work, what will be required of hosts to comply, or a timeline of when the Department intends to release these details.

Over the last few months, both in person and in letters sent on February 26th to you and Mr. Ross (see attached), and again in a letter sent to your staff on April 12, we have raised a series of questions and concerns regarding the creation of the City's home sharing registration system. However, those concerns have yet to be addressed.

Most importantly, as we expressed again to your staff this week, we need the City to make its proposed administrative guidelines for the home sharing policy publicly available. We have requested a copy of the proposed guidelines on multiple occasions, but have not received a copy of any proposal, though it is our understanding that we may receive some information about this matter later this week. These guidelines are critical because they should clearly define what will be required of hosts to register, including all needed documents and fees, and windows of time to comply. In turn, these requirements should inform the design of the registration process and online registration portal - which should also be released with enough time for hosts to fully understand how to use it and for the City to work out any kinks. Finally, we strongly recommend that the City create a clear description of the systems and other security measures that the City will establish to protect the privacy of hosts who could be asked to upload sensitive, personal information. It remains unclear how a registration system can be in

development - and ready for hosts to access by July 1 - absent the administrative guidelines underpinning it, particularly given that the guidelines are subject to City Council approval and may be subject to change. As you know, on December 4, 2018, the City Council directed DCP to report back on these guidelines 60 days prior to the commencement of full implementation of the ordinance.

We appreciate the City Council's recent action requiring a public demonstration of the City's online registration and monitoring system before full implementation of the ordinance. This recent action also requires that the Department publicly release a "robust public education campaign" for hosts, neighbors and platforms, to ensure that residents fully understand the City's new rules. Further, it requires a plan to phase in the registration of nearly 30,000 short term rental hosts throughout the City. These requirements will help bring needed transparency to the registration process, and help provide protections for hosts who should be afforded time to understand the new rules. However, at the current pace, we are concerned that these actions will not be completed in time for a July 1 implementation of the ordinance, putting thousands of our hosts at risk for a chaotic registration process and potentially unfair enforcement actions.

Finally, we have discussed with your staff a draft platform agreement that includes terms that will help guide the ways in which we will work together to meet the City's goals. We stand ready to continue this important conversation as soon as possible. Adding to the urgency is the upcoming July 31, 2019 expiration of our Voluntary Collection Agreement (VCA) with the City, which to date has allowed us to collect and remit nearly \$124 million in transient occupancy taxes since it was put in place in August of 2016. It is important that a platform agreement (which also needs City Council approval) or some other VCA-replacement agreement be in place by July 31 to avoid a potential lapse in tax collection and, in turn, potential budgetary impacts to the City.

We remain committed to working with the City and continue to offer our support and expertise as you work to finalize this system and administrative guidelines, and look forward to hearing more about your progress in the coming weeks.

Thank you again for your work and efforts. We look forward to continuing our work together to establish an effective short-term rental system in the City of Los Angeles.

Sincerely,

A handwritten signature in black ink, appearing to read "John Choi". The signature is fluid and cursive, with the first name "John" and last name "Choi" clearly distinguishable.

John Choi

Policy Manager, Los Angeles

CC: Honorable Mayor Eric Garcetti  
The Honorable Members of the Los Angeles City Council  
Amy Brothers, Deputy City Attorney



April 12, 2019

Mr. Matthew Glesne  
Housing Planner  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, 90012

Dear Mr. Glesne,

Thank you for taking the time to meet with us last week. We look forward to working with you in the weeks ahead on the City's Home Sharing Ordinance and its Administrative Guidelines.

At the same time, as we expressed in our meeting, we are concerned about the City's progress in establishing a registration system for implementation of the Home Sharing Ordinance. The questions that we asked in our meeting were many of the same that we raised in our letter dated February 26th to Mr. Bertoni and Mr. Ross (see attached).

As we shared in our meeting, we have worked with numerous jurisdictions in establishing short-term rental registration systems. Each city has experienced significant challenges with setting up working systems, even while most of these cities have been significantly smaller than Los Angeles. One recent example is the City of Seattle. Despite adopting its short-term rental ordinance in December 2017, Seattle has been working on administrative regulations and its online registration system since then and just last week extended the compliance period an additional four months due to technical challenges. I trust that we share a mutual goal of seeing Los Angeles's system rolled out in a way that is effective and well-organized.

One of the most critical learnings we shared in our meeting is the importance of adequately testing registration systems before public launch in order to address the complex mix of administrative, technical, and educational challenges that inevitably arise from the introduction of new systems and rules. As we stated in the meeting, if there is a benefit to having the city's technical team meet with our product teams, we would be happy to facilitate that discussion.

With fewer than 90 days before the effective date of the Home Sharing Ordinance, there is a lack of clarity about the rules and requirements that will define how the registration system works. Without detailed rules to define the process, it is impossible for Airbnb to begin educating our host community about their obligations. Since a high level of compliance is the ultimate goal, the more information that is provided to the hosts the better. Consequently, ensuring that sufficient time is provided both to inform the hosts of the process and to allow them adequate time to register is critical. We look forward to hearing more about the process at the earliest time you are able to share it.

Thank you again for your time last week and we hope to continue collaborating as partners on an approach to effective short-term rental rules in the City of Los Angeles.

Sincerely,

A handwritten signature in black ink, appearing to read "John Choi". The signature is fluid and cursive, with the first name "John" and last name "Choi" clearly distinguishable.

John Choi  
Policy Manager, Los Angeles

CC: The Honorable Herb Wesson, President, Los Angeles, City Council  
The Honorable Marqueece Harris-Dawson, Chair, PLUM  
Amy Brothers, Deputy City Attorney



February 26, 2019

Mr. Vincent Bertoni  
Director of Planning  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012-2601

Mr. Ted Ross  
General Manager, Information Technology Agency  
City of Los Angeles  
200 N. Main Street, #1400  
Los Angeles, CA 90012-2601

Dear Mr. Bertoni and Mr. Ross:

Over the last five years, Airbnb has worked with dozens of cities across the country and around the globe to develop and implement new rules around home sharing. While the needs of every city -- and thus the resulting new rules -- are unique to each locality, we have learned a number of important lessons through our work.

First, on behalf of our host community, we appreciate the work your respective teams are doing to be prepared for the new home sharing rules taking effect on July 1, 2019. We know developing these systems can be complex and challenging, and thank you for your commitment.

Second, we remain committed to being a good partner with the city throughout this entire process. To that end, we have asked our technical teams to evaluate the rules as written and provide guidance on some of the challenges that may arise.

We hope that you may consider the following questions and comments as you develop these systems:

1. To develop an understandable and navigable registration system, a critical first step is the development of clear administrative regulations and implementation guidelines to guide the process. For example, it is not possible to technically develop an application process without first determining what information and documentation applicants will need to submit and in what form.
2. If we build a portal to apply through our platform, we would also need to determine how to securely remit this information back to you, on what cadence, and help you build a technical integration to securely receive this data. Finally, we would need to have a thorough understanding of the end-to-end process in order to inform our hosts what to expect as part of this registration process. We look forward to partnering with the City and providing whatever assistance we can share in the development of the guidelines and regulations.
3. Moreover, for applicants to have adequate time to digest the requirements and ultimately register their listings, it would seem necessary to have the registration system tested and operational no later than May 1 to allow for at least a 60-day registration period (though we would recommend a longer registration window). If the City is planning on hosting any part of this registration system (e.g., payments collection, business license, etc.) those would also need to be operational before the 5/1 date so that hosts would not be blocked by those steps.
4. If applicants can register through a third party, how will registration fees be paid?
5. How is proof of payment provided to the City during the registration process?
6. Given the requirements for proving primary residence, we have found it important that potential registrants be provided with clear direction on the types of documents they would be required to provide during the process, and how to provide that information to the city.
7. What expectation will the City provide to applicants for how long the application review process will take? When will that notification occur? Additionally, it has been our experience that to increase compliance, residents should be given adequate and repeated notice as to when the registration process begins and what is required.
8. In other jurisdictions, different applicants have been asked to register at staggered times over a number of months in great part to avoid overwhelming the City's systems with numerous registrants at once. Is this a consideration, or will there be one deadline? In nearly all cities that have put in place registration systems, the vast majority of hosts have registered at the last minute.
9. Will hosts be able to rent their listing while their application is pending, and if so, how will they indicate on their listing that their application is pending?
10. Will the city set up a separate flow in its online system for appeals of rejected applications?

We would appreciate the time to engage with the correct teams within the City to discuss these issues. Moreover, as noted, we believe it would be beneficial to have our technical teams coordinate with City's IT staff when appropriate.



Sincerely,

A handwritten signature in black ink, appearing to read "John Choi". The signature is fluid and cursive, with the first name "John" and last name "Choi" clearly distinguishable.

John Choi  
Head of Policy, Los Angeles

Cc: The Honorable Herb Wesson, President, Los Angeles City Council  
The Honorable Marqueece Harris-Dawson, Chair, PLUM

### **AB516 Opposition Talking Points**

- As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been:
  - left in the public right-of-way for over 72 hours
  - with five or more unpaid parking citations
  - whose registration is six months or more out of date
- Taking away the City's authority to enforce these three key regulations will be immensely detrimental to neighborhoods and businesses across the City.
- From a business perspective: 72-hour parking time restrictions are a key element in city efforts to protect the public right of way.
- Protection of the public right of way allows for residents to access the various facets of a city, including residential neighborhoods, government services, local businesses, and city attractions.
- Ensuring residents and visitors have access to their own homes and businesses benefit from the city adequately enforcing these basic restrictions.
- Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle as communities densify. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.

## **AB516 Opposition Talking Points**

- As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles:
  - that have been left in the public right-of-way for over 72 hours
  - with five or more unpaid parking citations
  - whose registration is six months or more out of date
- Taking away the City's authority to enforce these three key regulations will be immensely detrimental to neighborhoods and businesses across the City.
- This bill would allow individuals to park anywhere, no matter posted parking restrictions, without fear of repercussions.
- This bill also reduces the City's ability to collect on parking citations, enforce local vehicle regulations, and only encourages unlawful behavior such as encouraging individuals to not register their vehicle.
- Current vehicle registration is a critical tool for law enforcement to find the owners of vehicles involved in crimes.
- While we can all agree that parking tickets can be costly, the City currently offers several programs to low-income communities and people experiencing homelessness. These programs such as Community Assistance Parking Program (CAPP) and Installment Payment Plan (IPP) offer affordable payment plans and community service repayment plans.
- The bill is well intentioned in that it seeks to help low-income communities and people experiencing homeless burdened with parking citation costs. However, prohibiting local government from enforcing basic vehicle regulations is not the answer.
- Instead, we should seek to expand payment programs to help homeless and low-income motorists in all cities across the state. And continue to allow local authorities to enforce regulations that promote public safety for all.

Dear Councilmember Blumenfield:

I write in response to a letter sent to you on February 11, 2019 from Abe Weitzberg regarding the Santa Susana Field Laboratory (SSFL.)

Mr. Weitzberg fails to identify himself as a consultant to the Department of Energy (DOE) and part of an organization quietly funded by DOE to lobby to help DOE get out of its cleanup obligations at SSFL. The DOE is of course one of the parties responsible for the contamination at SSFL whose recent Final Environmental Impact Statement (FEIS) violates the 2010 Administrative Order on Consent (AOC) that DOE signed with the Department of Toxic Substances Control (DTSC) to clean up its SSFL area to background levels of contamination. Instead, DOE'S FEIS proposes leaving 98% of its nuclear and chemical contamination on site permanently, where it will continue to threaten public health. DTSC sent DOE a strong letter on January 28 stating its opposition to DOE's FEIS, its violation of the cleanup agreement, and that DTSC would not renegotiate the cleanup agreements to allow DOE's proposal to walk away from its cleanup responsibilities (see attached.)

Weitzberg also failed to identify himself as former SSFL official who worked on the SNAP reactors, one of which experienced 80% fuel damage in an accident and the other which suffered 35% fuel damage. As indicated above, he also doesn't mention that he belongs to the SSFL CAG, which received \$34,100 from the DOE to oppose the cleanup. See <https://www.usaspending.gov/#/award/48523654> .In short, Mr. Weitzberg has a strong interest in peddling misinformation about the SSFL cleanup in order to relieve the responsibility parties from their cleanup obligations.

The vast majority of the people living in the communities near SSFL support the AOC cleanup agreements and a full cleanup of SSFL. Over 570,000 have signed a petition demanding full cleanup - see <https://www.change.org/santasusana>. Organizations such as Physicians for Social Responsibility-Los Angeles, Natural Resources Defense Council, Committee to Bridge the Gap, Southern California Federation of Scientists, and Rocketdyne Cleanup Coalition are among organizations that have long supported full cleanup and therefore oppose DOE's FEIS (see attached .)

In addition, the Los Angeles City Council, Los Angeles County Board of Supervisors, Ventura County Board of Supervisors, California Senator Henry Stern, U.S. Congressmembers Julia Brownley and Brad Sherman have submitted strong public comments in support of the AOC cleanup agreements. (See attached letters from the City of Los Angeles on DOE's DEIS and DTSC's DEIR.)

Independent federally funded studies show increased cancers associated with proximity to SSFL, and that SSFL contamination migrates offsite at concentrations in excess of EPA levels of concern. If SSFL is not fully cleaned up, it will continue to migrate and threaten the health of nearby communities. PSR-LA and communities near SSFL deeply appreciate the long standing commitment of the Los Angeles City Council to a full cleanup of SSFL. We urge a yes vote on item 19-0145.

Sincerely,

Denise Duffield  
Associate Director

PS We have tried repeatedly to meet with you on this subject but have not been granted a meeting. We will re-initiate a request this week



**Jared Blumenfeld**  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Meredith Williams, Ph.D.  
Acting Director  
1001 "I" Street  
P.O. Box 806  
Sacramento, California 95812-0806



**Gavin Newsom**  
Governor

January 28, 2019

Ms. Stephanie Jennings  
NEPA Document Manager  
U.S. Department of Energy  
4100 Guardian Street, Suite 160  
Simi Valley, California 93063

### DEPARTMENT OF TOXIC SUBSTANCES CONTROL'S COMMENTS ON THE DEPARTMENT OF ENERGY'S FINAL ENVIRONMENTAL IMPACT STATEMENT FOR REMEDIATION OF AREA IV AND THE NORTHERN BUFFER ZONE OF THE SANTA SUSANA FIELD LABORATORY, VENTURA COUNTY, CALIFORNIA

Dear Ms. Jennings:

The Department of Toxic Substances Control (DTSC) is writing in response to the Department of Energy's (DOE) Final Environmental Impact Statement for Remediation of Area IV and the Northern Buffer Zone of the Santa Susana Field Laboratory in Ventura County, California (Final EIS).

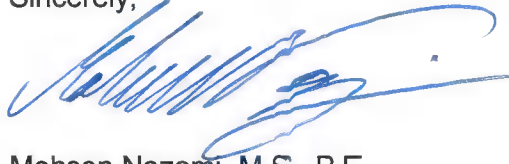
In the Final EIS, DOE ignores that its preferred alternative is inconsistent with the Administrative Order on Consent for Remedial Action (AOC) negotiated and executed by DTSC and DOE in 2010. The AOC clearly defines DOE's obligation to cleanup soils in Area IV to background levels, or reporting limits if no background value exists, on a point-by-point basis. DTSC remains fully committed to holding DOE accountable to the requirements of the AOC. DOE's assumption that DTSC would be open to renegotiating the AOC requirements regarding soils cleanup to accommodate DOE's preferred alternative is erroneous.

Notice of the Final EIS in the Federal Register was provided on December 28, 2018, and DOE is providing the public with only 30 calendar days – 21 business days taking into consideration the intervening holidays – to review and comment on the Final EIS. This abbreviated comment period is insufficient given the technical nature and volume of the Final EIS. To allow for meaningful public participation and opportunity for comment, DTSC requests that DOE extend the public comment period on the Final EIS for DTSC and for all interested parties up to and including March 1, 2019.

Ms. Stephanie Jennings  
January 28, 2019  
Page 2

If you have any questions regarding DTSC's comments, please contact me at [Mohsen.Nazemi@dtsc.ca.gov](mailto:Mohsen.Nazemi@dtsc.ca.gov) or (714) 484-5321 or my Southern California Division Chief for the Site Mitigation and Restoration Program, Mark Malinowski, at [Mark.Malinowski@dtsc.ca.gov](mailto:Mark.Malinowski@dtsc.ca.gov) or (916) 255-3607.

Sincerely,



Mohsen Nazemi, M.S., P.E.  
Deputy Director  
Site Mitigation and Restoration Program

Enclosure

cc: Mr. John Jones  
Federal Project Director  
DOE ETEC Closure Project  
4100 Guardian Street, Ste 160  
Simi Valley, California 93063

Jared Blumenfeld, Secretary  
California Environmental Protection Agency

Meredith Williams  
Acting Director  
Department of Toxic Substances Control

Nancy Bothwell, Attorney  
Office of Legal Council  
Department of Toxic Substances Control

Mark Malinowski  
Senior Engineering Geologist  
Site Mitigation and Brownfields Reuse Program  
Department of Toxic Substances Control

*The physician and health advocate voice for a world free from nuclear threats  
and a safe, healthy environment for all communities.*



Physicians for Social Responsibility  
Los Angeles

January 27, 2019

Mr. John Jones  
Federal Project Director  
Ms. Stephanie Jennings  
NEPA Document Manager SSFL Area IV EIS  
DOE ETEC Closure Project  
4100 Guardian Street, Suite 160  
Simi Valley, CA 93063

Re: Comments on U.S. Dept. of Energy's Final Environmental Impact Statement for Remediation of Area IV and the Northern Buffer Zone of the Santa Susana Field Laboratory

Dear Mr. Jones and Ms. Jennings:

Physicians for Social Responsibility-Los Angeles (PSR-LA) has participated in efforts to clean up the Santa Susana Field Laboratory (SSFL) for over three decades. As an organization dedicated to protecting public health from nuclear and environmental threats, we strenuously oppose the Final Environmental Impact Statement (FEIS) for the remediation of Area IV and the Northern Buffer Zone of SSFL issued by the U.S. Department of Energy (DOE.)

In 2010, DOE executed an agreement, the Administrative Order on Consent (AOC), with the California Department of Toxic Substances Control (DTSC) that requires SSFL to be cleaned up to background. DOE's FEIS for SSFL blatantly violates the AOC, as well as the National Environmental Policy Act (NEPA) and the Resource Conservation and Recovery Act (RCRA). Furthermore, the FEIS breaks DOE's promises to the community that it would repair the longstanding environmental damage and risk to public health that it created by decades of grossly negligent operations. The Trump Administration's flouting of a legally binding environmental agreement with California is also an affront to public trust.

### **FEIS Drastically Altered from DEIS — Violating NEPA**

NEPA requires that the public be given a meaningful opportunity to formally review and comment on a draft EIS, followed by detailed responses to those comments by the publishing agency. No actions should be taken that were not part of this process. However, DOE has now taken away this right from members of the public who are invested in and concerned about the SSFL cleanup.



Instead, DOE has issued a virtually new EIS, in the guise of a FEIS, with no formal opportunity for review, comment, and agency response, in violation of the NEPA requirements.

The FEIS that was published following the DEIS has undergone drastic changes to many of its most integral parts. More than three quarters of the pages of the FEIS have been altered and nearly half of the pages have been completely changed. The preferred alternative for the remediation of soil chosen in the FEIS was not even considered in the draft. This new alternative, the “Conservation of Natural Resources, Open Space Scenario,” will leave in place 98% of the contamination. This scenario assumes that the only possible exposure scenario is on the occasion that individuals visit the site for walking or hiking. The people living nearby, however, are in their homes and yards every day. The FEIS grossly underestimates the risk to people living nearby from this extraordinarily weak new cleanup standard, all of which has been excluded from public review or comment.

Further, the entire “Appendix G: Evaluation of Remediation Activity Impacts on Human Health” was altered. This appendix provides the supposed basis and analysis for DOE’s claims that the Open Space Scenario poses little risk to offsite residents, and human health more generally. However, in violation of NEPA, the public was neither able to view or comment on this analysis or Open Space Scenario.

If the FEIS is approved, the public would have not been given the opportunity to comment on the majority of the document. This is a blatant violation of NEPA, which as stated prior, requires that the public be given the opportunity to comment and receive responses to such comments.

### **There is no justification for such drastic changes.**

It is stated that the “Final EIS was revised to reflect the Grant Deeds of Conservation Easement and Agreement executed by Boeing and North American Land Trust, which restrict future land use of Boeing’s property to open space, including the property DOE is cleaning up.” However, the DEIS already noted that Boeing had declared that intention, so there is no basis for drastic revision of the FEIS cleanup proposal. Any such change must be recirculated for public review and comment.

### **DOE Preferred Alternative Leaves Behind 98% of Contamination — Violating AOC & Placing Public Health at Risk**

The proposed action for cleanup of soil in the FEIS plans to leave in place 98% of the contamination—over 1.5 million cubic yards—untouched. Decades of nuclear and aerospace activities, accidents, spills and releases have left SSFL highly contaminated with dangerous radionuclides including cesium-137, strontium-90, plutonium- 239/240 and tritium and numerous hazardous chemicals. These toxic materials can cause cancers and leukemias, developmental disorders, genetic disorders, neurological disorders, immune system disorders, and more. Leaving virtually all of this material behind is not only unlawful, but a blatant disregard for the health wellbeing of the surrounding community.

## Violation of RCRA

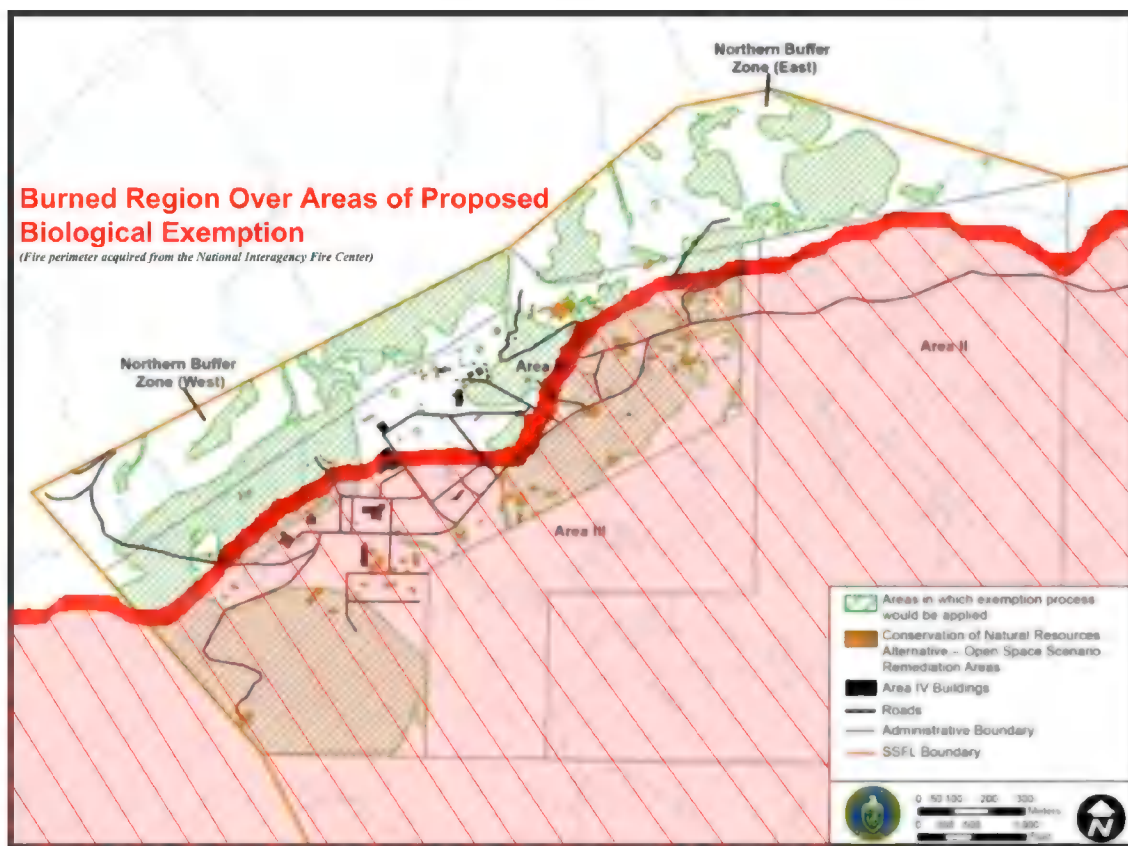
DOE has no authority/discretion to decide how much of the pollution it caused at SSFL will be cleaned up. Under RCRA, that authority rests with the regulator, DTSC. The Trump Administration is in essence thumbing its nose at the law, its agreement with California, and California's regulatory authority over it.

## Biological Opinion Not Available in Draft, Inadequate in Final

The Biological Opinion was not included in the draft EIS, and therefore the public was unable to comment on it, in violation of NEPA. Further, the Biological Opinion that does exist is in violation of the AOC. DOE breached the AOC by failing to request consultation with the U.S. Fish & Wildlife Service for cleaning up Area IV and the Northern Buffer Zone to the standards outlined in the AOC. Instead, DOE requested consultation for an action that would violate the AOC (leaving 98% of the contamination). Furthermore, the Biological Opinion makes no jeopardy determination, which is required for any AOC exception to be considered.

## The FEIS Is Silent About the Woolsey Fire

The graphic below overlays the fire path on the areas asserted in the FEIS for possible biological exceptions to cleanup. (The red hatched area represents the burned area, taken from DTSC's interim summary report about the fire.) Although discrete numbers are unavailable, it seems that nearly half of the area asserted for biological exceptions in the FEIS was destroyed in the fire. Therefore, there is no biological exception to cleanup even possible, a matter ignored in the FEIS.



In early November 2018, prior to the release of the FEIS, the devastating Woolsey fire ravaged the area surrounding SSFL, including much of the toxic site. Area IV, despite early claims made by DOE, was significantly affected. Further, much of the areas in which the biological exemption process would be applied as proposed by DOE burned. Therefore, the argument that these exemptions rest on is rendered moot by the occurrence of the Woolsey Fire. There no longer exists endangered species or critical habitat to protect in such areas, and no basis whatsoever therefore for exemption from cleanup. (As indicated above, even absent the fire there is no biological basis for an AOC exception, as there is no Biological Opinion asserting that a particular cleanup of any particular area would violate specified sections of ESA.)

Despite this, the FEIS fails to mention or provide any analysis on the effects of the Woolsey Fire. The section titled “Existing Conditions and Habitat Characteristics in the Action Area” is meant to describe the current state of the biological features of Area IV. However, it fails to do so. According to DTSC’s own interim report on the fire, the portion of the fire which ravaged Area IV is within the region listed as the primary habitat for Branton’s milkvetch. The intensity of the Woolsey Fire was significant, and is likely to have caused great damage to the vegetation in that region, including the Branton’s milkvetch. Regardless of the extent of the damage, it should at the very least have been discussed when determining the “baseline conditions” of the site.

Furthermore, the fire demonstrates the risk to offsite populations of not cleaning up SSFL and provides a mechanism for offsite risk not analyzed in the FEIS--fire causing release of contaminants and their transmission to the population in the area around SSFL.

## **Conclusion**

The FEIS is essentially a fundamentally new EIS, shielded from public scrutiny, opportunity for meaningful comment, and agency analysis of and response to those comments required by NEPA. Essentially, DOE issued one DEIS for comment and then published a fundamentally different FEIS, without following the law requiring recirculation.

The cleanup option chosen had not even been considered in the DEIS. It completely violates the AOC--instead of cleaning up almost all contamination, it would fail to clean up almost all contamination. (This is true for both the soil and the groundwater contamination in the actions--or inactions--proposed to be adopted.)

DOE signed a legally binding cleanup agreement with California, which the Trump Administration is now proposing to trash. The AOC does not allow this. NEPA does not allow this. RCRA does not allow this. And protection of public health and the environment do not allow this.

DOE should reverse course, withdraw the FEIS, issue no Record of Decision based on it, and redo the FEIS, one fully compliant with the cleanup agreement it signed.

Sincerley,

A handwritten signature in black ink, appearing to read "Denise Duffield". The signature is fluid and cursive, with the first name "Denise" being more prominent than the last name "Duffield".

Denise Duffield  
Associate Director

Stephanie Jennings, NEPA Document Manager SSFL Area IV, U.S. Dept. of Energy  
California Governor Gavin Newsom  
U.S. Senator Dianne Feinstein  
U.S. Senator Kamala Harris  
Congressmember Julia Brownley  
Congressmember Katie Hill  
Congressmember Brad Sherman  
California Senator Henry Stern  
California Assemblymember Jesse Gabriel  
California Assemblymember Christy Smith  
Ventura County Supervisor Linda Parks  
Ventura County Supervisor Steve Bennett  
Los Angeles County Supervisor Sheila Kuehl  
Los Angeles County Supervisor Kathy Barger  
Los Angeles City Councilmember Greig Smith  
CalEPA Secretary Jared Blumenfeld  
Arsenio Mataka, Special Assistant to the Attorney General, California Department of Justice



27 January 2019

John Jones  
Federal Project Director  
Stephanie Jennings  
Deputy Federal Project Director  
DOE ETEC Closure Project  
4100 Guardian Street, Suite 160  
Simi Valley, CA 93063

by email: [john.jones@emcbc.doe.gov](mailto:john.jones@emcbc.doe.gov), [stephanie.jennings@emcbc.doe.gov](mailto:stephanie.jennings@emcbc.doe.gov)

Re: Final Environmental Impact Statement for Remediation of Area IV  
and the Northern Buffer Zone of the Santa Susana Field Laboratory

Dear Mr. Jones and Ms. Jennings:

The Department of Energy (DOE) has recently issued its Final Environmental Impact Statement (FEIS) for remediation of Area IV and the Northern Buffer Zone of the Santa Susana Field Laboratory (SSFL). The FEIS violates the National Environmental Policy Act (NEPA), 42 U.S.C. §4321, *et seq*; the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. §6901 *et seq*; the Administrative Order on Consent (AOC) executed with the California Department of Toxic Substances Control (DTSC) in 2010; and other legal requirements, as well as commitments made by DOE. There are both unlawful fouls of process and fouls of substance that will harm Californians and foreclose meaningful cleanup for future generations. The decision by the Trump Administration DOE to move forward on the basis of this FEIS sets the stage for abandoning huge amounts of radioactively and chemically hazardous material and consigns this portion of Southern California, set in the midst of millions, to never be cleaned up. We urge DOE to reverse course, and to not approve a Record of Decision (ROD) based on this fundamentally flawed document.

## NEPA Requirements

The Trump Administration DOE should be well aware that the fundamental requirement of the National Environmental Policy Act (NEPA) 42 U.S.C. § 4321, et seq., is to require the responsible federal agency to subject every major federal action to a “hard look” at the *environmental impact comparison of reasonable alternatives*.<sup>1</sup> The Council on Environmental Quality’s (CEQ) regulations governing implementation of NEPA direct that Federal agencies “shall to the fullest extent possible....(b)...emphasize *real environmental issues and alternatives*...(e) Use the NEPA process to identify and assess the *reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions* upon the quality of the human environment.”<sup>2</sup> In setting out the fundamental purpose of an EIS, CEQ’s regulations also state, “It [the EIS] shall provide full and fair discussion of significant environmental impacts and shall inform decisionmakers and the public of the *reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment*. Agencies shall focus on *significant environmental issues and alternatives*...”<sup>3</sup> Satisfying these requirements is a non-discretionary duty of the DOE’s NEPA process and obligations under the law.

### *Bait-and-Switch – Fully Half of the FEIS is Entirely New*

At the heart of NEPA, described above, is the requirement of the agency’s hard look and the public’s chance for review of that analysis. This means an opportunity for the public to conduct a thorough review of the major federal action at issue, comment on the matters at hand, and then followed by a concomitant response to those comments by the agency. Here, however, DOE has engaged in a kind of bait-and-switch behavior, thumbing its nose at those fundamental NEPA requirements. In short, DOE published for public comment one Draft EIS (DEIS), and then issued a FEIS that is almost completely different, without meaningful explanation to the comments filed on the initial draft.

More than half—the equivalent of more than a thousand full pages—of the FEIS (not counting the response to comments volumes) is completely new:

- Approximately 60% of the 124-page summary volume is new.
- Nearly half of the 857-page Volume I, Books 1 and 2, i.e., Chapters 1-14, is comprised of material that is new to the public and therefore was unavailable for review.
- Half of Appendix G, the deeply flawed Risk Assessment, comprising 157 pages, is entirely new.
- Appendix J, the Biological Opinion (discussed in more detail below) of 107 pages, did not exist in the DEIS and therefore has not been subject to any scrutiny or comment.

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<sup>1</sup> See NEPA, 42 U.S.C. §4321, et seq.; see also 40 C.F.R. §1502.14, 10 C.F.R. 51.85, and § 51.10-125 and App A.

<sup>2</sup> 40 C.F.R. §1500.2 (emphasis added).

<sup>3</sup> 40 C.F.R. §1502.1 (emphasis added).

<sup>3</sup> 40 C.F.R. §1502.1 (emphasis added).

- The Biological Assessment of 201 pages, prepared by DOE, and the misrepresentations therein relied upon for the Biological Opinion, is also now released for the first time.
- At least half of the 131-page Appendix K is new material.
- Appendix L didn't exist in the DEIS.

The changes and new material go to the core of the EIS. In essence, DOE published one DEIS for comment and has now adopted an FEIS that is fundamentally different, on the central matters the EIS addressed, without recirculating it for public review and comment.

*The FEIS's Proposed Action – Leaving 98% of the Contaminated Soil Not Cleaned Up – Wasn't Even Proposed or Considered in the DEIS*

Most egregious, the action now proposed by DOE in the FEIS, its preferred alternative—cleaning up to what it calls an “open space” standard, and thus leaving 98% of the contaminated soil not cleaned up—was not even considered, proposed, or analyzed in the DEIS. By contrast, the legally binding AOC that DOE signed requires, with very narrow exemptions, cleanup to background levels of contamination. This new, extraordinarily weak “open space” proposed standard, based on risk to someone on the property rarely for hiking, would leave the half million people who live and work nearby at perpetual risk. The public has had no opportunity whatsoever to review, analyze, or comment upon the very proposed action DOE now intends to adopt. To depart the matter at this juncture without reissuance would allow DOE to move forward with no future obligation to consider and respond to comments.

DOE estimates in the FEIS that there are 1,616,000 cubic yards of soil in SSFL Area IV and the Northern Buffer Zone with concentrations of contaminants exceeding the AOC cleanup levels (Lookup Table values) [see Table S-2, “Preliminary Estimated Soil Volumes for Remedial Actions per 2010 AOC Considerations,” FEIS p. S-21]. DOE now proposes, however, to clean up only 38,200 cubic yards (FEIS p. S-42). This represents a mere 2%, leaving 98% of the soil with contamination above the AOC LUT values not cleaned up. This extraordinary breach of DOE commitments and affront to the public trust was not disclosed in any way in the DEIS and there has been no opportunity for meaningful comment on that precise proposal, wrong as it is.

*There Have Been No Significant New Developments that Justify the New Proposed Action and the Essentially Completely New FEIS*

DOE attempts to justify choosing a preferred alternative – that was not even considered in the DEIS – on the basis of purportedly changed circumstances; that is, a supposed change in the anticipated end-use of the land. DOE states in the FEIS (at p. 1-27) that the selection of a proposed action not even considered in the DEIS was because of the changed land use circumstances due to Boeing entering into a conservation easement for the land to be open space.

However, open space was precisely what the DEIS said would be the end use of the land. In section 1.4, “Future of Area IV and the Northern Buffer Zone,” p. 1-8 of Chapter 1 of the DEIS, it was stated: “Boeing is the landowner of Area IV and the NBZ; therefore, Boeing will decide the potential future land use of these areas. Boeing has stated that its intent is to maintain its portion of SSFL (including Area IV and the NBZ) as undeveloped open space. Further,



Boeing states that it would restrict future land use to prevent development for any commercial, industrial, agricultural, or residential purpose. Boeing also states that it would restrict future land use to ensure the property would be protected as undeveloped open space, regardless of zoning changes beyond its control (Boeing 2016b).” Boeing’s intentions have not changed since then; thus, there are no changed circumstance justifying choosing an alternative not included in the DEIS.

However, assuming *arguendo* that DOE’s assertion of dramatically changed circumstances were correct, NEPA would require the issuance of a *draft supplemental EIS*, with all the requirements of public notice and comment and agency response to those comments. NEPA does not allow an agency to bypass those requirements and issue what amounts to an almost entirely different EIS as a final, with alternatives chosen that weren’t examined in the DEIS, based on a claim of changed circumstances.

*The Biological Opinion and Biological Assessment Are Entirely New; They—And Their Misuse in the FEIS—Have Thus Been Shielded from Public Review and Comment; And the Biological Opinion Triggers No Permissible Cleanup Exception Under the AOC*

We—and many other commenters on the DEIS—noted the failure to include a Biological Opinion in it. The County of Los Angeles, for example, formally demanded that “the EIS should be recirculated for additional public review and comments after the USFWS Biological Opinion is submitted.” In response, DOE simply said it did not intend to do so; no explanation was given for this failure. [Volume 3, Book 1, p. 3-211.]

Central to the FEIS is DOE’s claim of exempting vast amounts of contaminated soil from cleanup on the basis of an asserted AOC biological exception. This claim is based purportedly on the Biological Opinion, which in turn is based on DOE’s Biological Assessment, neither of which were made available for public review and comment in the DEIS process.

However, the Biological Opinion does not in fact trigger any of the AOC possible exceptions. The AOC biological exception language is as follows (there is identical language for the radioactive contamination):

The end state of the site (the whole of Area IV and the Northern Buffer Zone) after cleanup will be background (i.e., at the completion of the cleanup, no contaminants will remain in the soil above local background levels), subject to any special considerations specified below.

- Clean up chemical contaminants to local background concentrations.  
Possible exceptions (where unavoidable by other means):

- The framework acknowledges that, where appropriate, DOE will engage in an Endangered Species Act (ESA) Section 7(a)(2) consultation with the U.S. Fish and Wildlife Service (FWS) over any species or critical habitat that may be affected by a federal action proposed to be undertaken herein on a portion of the site. **Impacts**



**to species or habitat protected under the Endangered Species Act may be considered as possible exceptions from the cleanup standard specified herein only to extent that the federal Fish and Wildlife Service, in response to a request by DOE for consultation, issues a Biological Opinion with a determination that implementation of the cleanup action would violate Section 7(a)(2) or Section 9 of the ESA, and no reasonable and prudent measures or reasonable and prudent alternatives exist that would allow for the use of the specified cleanup standard in that portion of the site.**

(emphasis added)

DOE simply failed to request ESA§7(a)(2) consultation with the US Fish & Wildlife Service for cleaning up Area IV and the NBZ to background, the standard required in the AOC. Instead, it requested consultation for an action that would violate the AOC—failing to clean up most of the contamination.

In any case, the Biological Opinion issued makes no finding that the cleanup action would violate Section 7(a)(2) or Section 9 of ESA. Thus, no exception to the AOC requirement to clean up the full site to background is allowed. Nonetheless, DOE now intends to issue a Record of Decision, based on the FEIS, to leave 98% of the contaminated soil not cleaned up, despite the absence of an exception allowed under the AOC.

#### *Failure to Examine the Implications of the Recent Fire*

On November 8, 2018, weeks before the FEIS was released, a devastating fire, called the Woolsey Fire, broke out at SSFL. Southern California Edison reported a failure at its electric substation on Area IV (built in part to handle electricity from the SRE reactor that eventually suffered a partial meltdown). DOE estimates that as a result of the Woolsey Fire 80% of the entire SSFL burned. (Melissa Simon, quoting John Jones, “Calls Continue for Independent Study of Fire Impact,” *Thousand Oaks Acorn*, January 10, 2019.) After initially denying that any of DOE’s Area IV had been affected by the fire (DOE statement November 13, 2018), DOE subsequently had to admit that that assertion was incorrect and parts of Area IV did burn, including “Milk Vetch [sic] Hill” (DOE statement November 19, 2018).

Braunton’s milkvetch is the one endangered plant in Area IV and the NBZ, and the area which burned is the primary area identified by DOE for a possible AOC biological exception. Since it has now burned, any argument for an exception to cleaning up the contamination in that area because of the presence of the plant has now gone up in smoke. The FEIS does not address the implications arising from the fire, which, as indicated above, occurred before issuance of the document and thus could have been evaluated.

Furthermore, the fire makes clear the fallacy of the claims in the FEIS that there is essentially no public health risk from leaving virtually all the chemical and radioactive contamination in Area IV and the NBZ in place, as stated in the FEIS. DOE now argues that the site would be restricted to people hiking through it occasionally, regardless of what future

generations might do or intend with the contaminated land, and that risks of contamination migrating offsite to people who live and work in the area can be for all intents and purposes ignored. There are many reasons why this is inadequate as a cleanup decision, but among them is the now profoundly obvious potential for future fires causing releases of radioactive and toxic chemical contamination from SSFL if not cleaned up. That possibility is also not examined.

#### *FEIS Proposed Action Would Also Fail to Clean Up Most Contaminated Groundwater*

DOE's FEIS identifies as its proposed action treating groundwater to merely reduce somewhat the level of contaminants, leaving contamination at levels far above permissible levels. That remaining contamination in the groundwater would be simply left to hopefully (or wishfully) attenuate naturally over long periods of time.

Failure to clean up the contaminated groundwater is not an environmentally acceptable solution for California, is inconsistent with the 2007 Consent Order, and represents a further abdication of DOE's obligations to remedy the environmental pollution its poorly controlled operations caused.

#### *The Entire Suite of Proposed Actions in the FEIS Violate the AOC*

The AOC requires clean up of all soil (defined as including structures, debris and anthropogenic materials) to background, with extremely limited exceptions which, as discussed above regarding biological features, do not apply. The FEIS no longer even makes a pretense of complying with the AOC. The Trump Administration DOE admits in the FEIS that the proposed action would breach the AOC. It says merely it will "discuss" the matter with DTSC.

This is unacceptable. The AOC is a legally binding agreement. DOE does not have the authority to ignore it.<sup>4</sup>

#### *DOE Mischaracterizes Both the AOC and the 2007 Federal District Court Decision*

In the FEIS, DOE tries to defend its failure to comply with the AOC requirement of cleaning up Area IV and the NBZ by 2017 on its obligations under the decision by the US District Court for the Northern District of California. That decision by Judge Samuel Conti in *Natural Resources Defense Council, Inc., Committee to Bridge the Gap, and City of Los Angeles v. Department of Energy, et al.*, Case No. C-04-04448 SC, was issued May 7, 2007 (WL 1302498). There is no excuse for DOE to have dragged its feet for nearly a dozen years from the time of that order before issuing a FEIS; its own negligent conduct cannot excuse its failure to

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<sup>4</sup> There are numerous breaches of the AOC, besides the purported choice by DOE in the FEIS of an "open space" standard that would leave the great bulk of the contamination not cleaned up. For example, the AOC requires a "not to exceed" cleanup approach, whereby any soil that exceeds the cleanup level is remediated, with averaging high and low concentrations forbidden. The FEIS instead puts forward averaging. This violates both the AOC and EPA guidance, which says to not average if exposures might not be random. See US EPA, *Radiation Risk Assessment At CERCLA Sites: Q & A*, Directive 9200.4-40; EPA 540-R-012-13, May 2014.]

timely follow either the Conti Order or the AOC.

DOE also implies that its obligations under the AOC are “suspended” because of a section of the AOC that says that if there were inconsistencies between the AOC and the Conti Order, DOE would work with the parties to request any relief needed. This had to do with possible need to remove DOE buildings in order to take soil measurements beneath them for the FEIS. The Conti case parties discussed the issue and concluded no inconsistency existed and no relief necessary. And, in any case, DOE decided not to remove the buildings prior to issuing the FEIS. It is troubling, therefore, that DOE would attempt to misuse the Conti adverse ruling as an excuse for failing to comply with the AOC it, supposedly in good faith, entered into three years later.

*The FEIS Violates NEPA, Because it is Entirely Based on Justifying Actions Which it Does Not Have the Discretion Under RCRA or the AOC to Take*

NEPA, as we pointed out in comments on the DEIS, is triggered for major *discretionary* federal actions that can significantly affect the human environment. It is to provide environmental information and analyses useful to the federal decision-maker in making federal decisions. The original DOE scoping description<sup>5</sup> for the DEIS was consistent with NEPA in this regard; it said that DOE didn’t have discretion to do anything inconsistent with the AOC requirement of cleanup to background, but the EIS would examine *ways to carry out* the AOC background requirement, which was within DOE’s discretion and NEPA purview:

DOE has signed two agreements with the California Department of Toxic Substances Control: the 2007 Consent Order of Corrective Action and 2010 Administrative Order on Consent for SSFL Area IV. Those agreements stipulate cleanup standards – how clean the site must be before cleanup can be declared completed. DOE is committed to full compliance with both the 2007 and the 2010 orders. However, neither Order dictates how DOE should accomplish the cleanup standards. For that reason, the EIS will explore if there are reasonable alternatives for accomplishing the cleanup levels that are stipulated in the Orders.

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DOE agrees that the AOC committed DOE to clean up to background (as described in the “purpose and need” above), but the AOC did not provide adequate or detailed description of the best way to accomplish cleanup to background. DOE believes there may be more than one way to accomplish cleanup to background as described in the Administrative Order on Consent.

DOE subsequently broke those promises, and now we have a FEIS that is entirely based on actions DOE is legally barred by the AOC from undertaking.

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<sup>5</sup> DOE, “Public Participation in the Development of Alternatives to be Considered in the Santa Susana Field Laboratory Area IV Environmental Impact Statement,” May 2012

Additionally, even were there no AOC, under RCRA, it is the regulator—not the polluter—that decides how much contamination the polluter is required to clean up. DOE asserts that the great majority of the contamination is chemical. That is regulated by RCRA. DOE is subject to RCRA. RCRA in California is carried out by DTSC, pursuant to a delegation of authority by USEPA. DOE must follow DTSC directives, which are based on RCRA and the state's hazardous materials laws. Quite simply, DOE has no authority to decide how much of its chemical contamination it will either clean up or abandon in place. That is up to the regulators. The entire FEIS thus is an attempt to illegally misappropriate authority for cleanup decisions from the regulators.

### *Conclusion*

The Trump Administration DOE has issued what amounts to an entirely new and unreviewed EIS in the guise of a FEIS. The very action it proposes to now ratify with a ROD—cleanup to a purported “open space” standard that would leave 98% of the contaminated soil not cleaned up—was not even considered in the DEIS. Vast amounts of new material, absolutely critical to the issues at hand, have been added. These actions violate the fundamental purposes of NEPA—meaningful public participation in the review of environmental analysis.

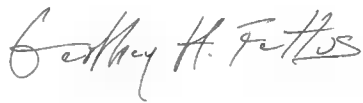
Furthermore, DOE has walked away from compliance with the legally binding AOC it executed with California, which requires cleanup of all contamination that can be detected, with very limited exceptions. The DOE claims of exceptions that are essentially as large as the contamination itself are in direct contradiction to the exceptions allowed. Moreover, the cleanup standard DOE now puts forward explicitly violates the 2010 agreement.

Fundamentally, the FEIS is a usurpation of the authority of the California regulator, under both RCRA and the AOC. The polluter does not get to choose how much of its pollution it must remedy. As such, DOE has breached the public trust. DOE, and its predecessor the Atomic Energy Commission, conducted extremely dangerous operations at SSFL in an environmentally irresponsible fashion. This resulted in widespread contamination, which places at risk the people who live nearby. Our organizations had to challenge DOE's actions in federal court in order to halt the then Bush Administration DOE from walking away from the contamination and leaving the mess in place. The Court ruled for the City of Los Angeles, NRDC and CBG, and required a serious, probing environmental review. Out of that process emerged the AOC, ultimately agreed to by the then Obama DOE and California. In 2010 DOE promised to clean up all the contamination, by 2017, in a legally binding agreement. Having failed to even commence the cleanup by that date, DOE has now issued a FEIS that breaches its solemn promises and the public trust.

We object, and urge DOE to withdraw the FEIS, issue no Record of Decision (ROD) based on it, and issue a new FEIS that is compliant with the AOC and with NEPA. Should it decline to do so, it should not issue any ROD based on the FEIS, but instead recirculate the FEIS for public comment, as it is in essence an entirely new EIS, the substance of which the public has never been able to review and comment upon in draft as required by NEPA. However, what

DOE should fundamentally do is stop evading its commitments to a full cleanup of the contamination it created and to cease violating the AOC it signed.

Sincerely,



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cc: Governor Gavin Newsom  
Senators Dianne Feinstein and Kamala Harris  
Congressmembers Julia Brownley, Brad Sherman, and Supervisor Katie Hill  
Cal. Senator Henry Stern  
Assemblymembers Jesse Gabriel and Christy Smith  
Ventura County Supervisors Linda Parks and Steve Bennett,  
Los Angeles County Supervisors Sheila Kuehl and Kathy Barger  
Los Angeles City Attorney Michael Feuer  
Los Angeles City Councilmember Greig Smith  
CalEPA Secretary Jared Blumenfeld  
Special Assistant Attorney General for the Environment Arsenio Mataka



January 27, 2019

Mr. John Jones  
Federal Project Director  
DOE SSFL Closure Project  
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by email: [john.jones@emcbc.doe.gov](mailto:john.jones@emcbc.doe.gov), [stephanie.jennings@emcbc.doe.gov](mailto:stephanie.jennings@emcbc.doe.gov)

Re: Final Environmental Impact Statement for Remediation of Area IV  
and the Northern Buffer Zone of the Santa Susana Field Laboratory

Dear Mr. Jones:

We cannot begin to tell you how outraged we are by the Trump Administration's Department of Energy (DOE) attempting to break its solemn and legally binding commitments to clean up all the contamination it created over decades of environmentally irresponsible practices at the Santa Susana Field Laboratory (SSFL), right next to where we live. And we must be candid about our anger at your personal breach of your word, publicly given.

On February 5, 2014 at the SSFL Work Group, in front of the community, you stated:

*"And at the end of the day, our perspective is that, it's what Dan mentioned. It was Ines Triay who said, I'm tired of fighting. Let's clean up to background, let's get this site closed. And that is what led to where we're at."*

*"The bottom line is, yes things happened, yes they were unfortunate, and we've made a commitment to clean it up. That's what all this is for. To meet the Administrative Order on Consent, to meet the EIS, and at the end of the day, because it's the right thing to do. The right thing to how we get to a full and complete cleanup."*

*"Is DOE committed to the AOC? Yes."*

You were videotaped making these public pledges. Your taped statement can be found at <http://bit.ly/DOE-2-5-14>.

Despite DOE having signed an Administrative Order on Consent (AOC) with the California Department of Toxic Substances Control (DTSC) which binds DOE to cleaning up all its contamination to background, during the holidays a few weeks ago DOE issued a Final Environmental Impact Statement (FEIS) for the cleanup of its portions of SSFL that would abrogate every commitment DOE—and you personally—made. The FEIS selects as its preferred “cleanup” decision to NOT clean up 98% of the soil it contaminated. The AOC requires cleaning up, with extremely limited exceptions, all of the contamination. The FEIS says to do just the opposite, leave almost all of it not cleaned up. We cannot begin to tell you how unethical that is.

The new proposal to only clean up the site to a supposed “open space” standard, so that thousands of times higher concentrations of contaminants should be allowed to remain because people would supposedly only be on the property a few hours at a time for hiking, is indefensible. It isn’t “open space” where we live and work nearby. If the site isn’t cleaned up, contamination will continue to migrate to where people like us live, 24/7. We are especially at risk when SSFL burns in wildfires, as it did in November during the Woolsey Fire that started and burned most of SSFL. Especially given the challenges of climate change, SSFL is likely to burn again and if it is not fully cleaned up, our community will once face increased risk of exposure to SSFL’s deadly contamination.

DOE’s proposed action is also grossly illegal. The alternative chosen in the FEIS, cleaning up to a supposed “open space” standard, was not even considered, identified, analyzed, or discussed in the draft EIS that was made available for public review and formal written comment and oral testimony at the EIS hearings. In fact, nearly 60% of the entire FEIS is new material that the public has never seen before and never had a chance to comment on in the DEIS process. This amounts to more than a thousand pages of entirely new material, much of it fundamentally different, in violation of law. DOE knows that what it is doing is shameful and indefensible, and thus is not even subjecting its outrageous new proposed action and new FEIS material to the public review, comment, and agency response required under the National Environmental Policy Act.

Furthermore, DOE in the FEIS is usurping the authority of its regulator. DOE, as the party responsible for causing the pollution by its irresponsible environmental practices, does not under the law get to decide how much of the damage it created it must remedy. DOE is merely a regulated entity, a polluter, and the decisions as to what it must do to undo the damage it created are not in its authority in the first place. It is bound by the AOC, and bound by the directions of its regulator.

DOE polluted our community through decades of extraordinary failures of basic environmental protection. It promised to clean up all the radioactive and toxic mess it created. A few weeks ago it announced it intends to break its word and its legal obligations. We object more strenuously than we can say.

DOE should withdraw the FEIS; it should issue no Record of Decision based upon it. It should issue a new FEIS 100% compliant with the AOC. And if it refuses to do these things, it should at minimum recirculate for formal public review and comment the FEIS, which is not in fact an

FEIS at all, but an entirely new EIS, which is not permitted under law to escape formal public review, comment, and agency formal response to comments. However, what really must be done is your agency, and you as its representative, must reverse course and live up to your word. Violating the cleanup commitments places all who live in the region around the contaminated site at perpetual risk.

Sincerely,

Marie Mason and Dawn Kowalski  
Co-founders  
Rocketdyne Cleanup Coalition

cc:

Stephanie Jennings, NEPA Document Manager SSFL Area IV, U.S. Dept. of Energy  
California Governor Gavin Newsom  
U.S. Senator Dianne Feinstein  
U.S. Senator Kamala Harris  
Congressmember Julia Brownley  
Congressmember Katie Hill  
Congressmember Brad Sherman  
California Senator Henry Stern  
California Assemblymember Jesse Gabriel  
California Assemblymember Christy Smith  
Ventura County Supervisor Linda Parks  
Ventura County Supervisor Steve Bennett  
Los Angeles County Supervisor Sheila Kuehl  
Los Angeles County Supervisor Kathy Barger  
Los Angeles City Councilmember Greig Smith  
CalEPA Secretary Jared Blumenfeld  
Arsenio Mataka, Special Assistant Attorney General for the Environment



Objections of  
the Southern California Federation of Scientists  
to the Department of Energy's  
Final Environmental Impact Statement  
for Remediation of Area IV and the Northern Buffer Zone  
of the Santa Susana Field Laboratory  
January 27, 2019

The Southern California Federation of Scientists (SCFS) strongly objects to the Trump Administration's proposed breach of its legally binding cleanup agreement with the State of California regarding the Santa Susana Field Laboratory (SSFL). SSFL is extensively contaminated with radioactivity and toxic chemicals due to decades of accidents, including a partial nuclear meltdown, and other lax environmental controls.

In 2010, the Department of Energy (DOE) executed with the California Department of Toxic Substances Control (DTSC) a cleanup agreement, known as the Administrative Order on Consent (AOC). The AOC mandated that all soil (defined as also including all structures, debris, and anthropogenic materials) be cleaned up to background, with extremely narrow exceptions.

DOE has now issued a Final Environmental Impact Statement (FEIS) that completely is in violation of the AOC—and of environmental law as well, including the National Environmental Policy Act (NEPA) and the Resource Conservation and Recovery Act (RCRA). Rather than clean up SSFL to background, DOE now proposes to walk away from ~98% of the contaminated soil. [Rather than clean up contaminated groundwater to legal limits for pollution, DOE also proposes to do very minimal treatment, leaving behind at levels in excess of pollution limits virtually the entire amount of groundwater that is now polluted.]

The soil cleanup standard put forward – a purported “open space” standard that is by far the least protective standard that exists and which would place at risk the half million people who live within fifty miles of the site – was not even identified or analyzed in the Draft EIS (DEIS). The public thus could not review or comment on it, and DOE thus did not respond to any comments that would have been submitted had there been a formal comment period. This is a fundamental change.

However, it is by no means the only significant change to the DEIS. Indeed, nearly 60% of the FEIS is new material that the public has never had a chance to review or comment upon, much of it fundamental.

The FEIS (not counting the three response to comments volumes, and title pages, blank pages, tables of contents) in ~1961 pages long.

- Of that, 811 pages (41%) are 100% new material.


- 180 pages (9%) have 75% new material.
- 212 pages (10%) have 50% new material.
- 298 pages (15%) have 25% of the page changed.
- only 468 pages (23%) have no changes.

All told, about 57% of the material in the FEIS, the equivalent of more than 1100 full pages of material, is new, much of it fundamentally important. For example, the risk assessment is largely new; the assessment for the option chosen, open space, is entirely new. It is completely flawed, deeply erroneous, and extraordinarily self-serving, arguing that the best thing for the environment and public health is for DOE to be excused from cleaning up any of the radioactive and toxic chemical contamination it has created. Yet that extremely important and flawed material has been completely shielded from independent scientific review and comment by hiding it until the FEIS.

Another example: at the core of the FEIS is a Biological Opinion, not made available for public comment during the DEIS process. DOE in the FEIS misrepresents it and the AOC biological exception; that misrepresentation completely undermines DOE's claims for excepting vast amounts of its contamination from cleanup. Yet all of this has been shielded from the notice-and-comment opportunity required under NEPA.

The actual AOC exception is only triggered if DOE initiates a consultation with US Fish & Wildlife over the *cleanup to background*, and if USF&W issues a Biological Opinion with a determination *that cleaning up a particular spot would result in a violation of violate Section 7(a)(2) or Section 9 of the ESA, and no reasonable and prudent measures or reasonable and prudent alternatives exist that would allow for the use of the specified cleanup standard in that portion of the site*. But, despite DOE's misrepresentations in the FEIS, there has been no such consultation over the cleanup to background, and no Biological Opinion with a determination that to do so would violate ESA §§7(a)(2) or 9. Indeed, the Biological Opinion makes no jeopardy determination whatsoever. Almost the entire basis for DOE's claim to leave 98% of the contamination not cleaned up is based on these misrepresentations—but they have been shielded from the formal notice-and-comment opportunities required by NEPA.

Not only is much of the FEIS completely and fundamentally new, even so, DOE fails to make available critical documents related to the new material. For example, references with active links are provided for most volumes, but access to no references whatsoever is provided for the Biological Opinion (Appendix J) and the Biological Opinion. [See screen shot, below, of the DOE SSFL FEIS website.] Requests to make the references available have been ignored.



**U.S. DEPARTMENT OF ENERGY**

# Environmental Impact Statement


REMEDICATION OF AREA IV AND THE NORTHERN BUFFER ZONE OF THE SANTA SUSANA FIELD LABORATORY

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## Final SSFL Area IV EIS Document

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Final SSFL Area IV EIS	Final SSFL Area IV EIS reference documents	
<a href="#">Summary</a>	<a href="#">References for the Summary</a>	<a href="#">References for Appendix F</a>
<a href="#">Volume 1 (Chapters 1 - 14)</a>	<a href="#">References for Chapters 1 through 8</a>	<a href="#">References for Appendix G</a>
<a href="#">Volume 2 (Appendices A - M)</a>	<a href="#">References for Appendix B</a>	<a href="#">References for Appendix H</a>
<a href="#">Volume 3 (Comment Response Document)</a>	<a href="#">References for Appendix C</a>	<a href="#">References for Appendix I</a>
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We also must note that the FEIS fails, over and over again, to substantively and adequately respond to the comments received on the DEIS. Essentially, DOE is hell-bent to get out of its cleanup obligations and will allow no facts, no law, and no moral obligations to get in the way.

DOE polluted SSFL by cutting corners on safety. This placed the neighboring population at substantial risk. The 2010 cleanup commitments are essential to partially remedying these environmental and public health risks DOE has caused. The Trump Administration's proposed breach of these obligations and laws cannot be allowed to stand.

## Quantified Changes to FEIS

	Total Number of Pages	100% new content	75% new content	50% new content	25% new content	no new content
Summary	124	31	31	24	24	14
Chapter 1	31	9	4	4	7	7
Chapter 2	150	56	27	24	28	15
Chapter 3	195	34	20	31	37	73
Chapter 4	246	63	38	54	66	25
Chapter 5	44	10	16	10	8	0
Chapter 6	19	0	1	3	5	10
Chapter 7	25	1	2	5	6	11
Chapter 8	27	0	2	5	16	4
Chapter 9	35	5	1	1	2	26
Chapter 10	37	1	4	9	16	7
Chapter 11 Glossary	12	0	0	0	1	11
Chapter 12	4	0	0	0	0	4
Chapter 13- preparers	11	0	0	0	0	11
Chapter 14 Distribution List	11	0	0	0	0	11
Appendix A	16	3	0	0	0	13
Appendix B	51	0	1	5	20	25
Appendix C	38	0	2	0	10	26
Appendix D	85	19	19	19	17	11
Appendix E	21	1	1	4	7	8

## Quantified Changes to FEIS

	Total Number of Pages	100% new content	75% new content	50% new content	25% new content	no new content
Appendix F	29	2	5	4	9	9
Appendix G	157	157	0	0	0	0
Appendix H	81	35	5	9	12	20
Appendix I	48	4	1	1	7	35
Appendix J	110	110	0	0	0	0
Appendix K	131	65	0	0	0	66
Appendix L	18	0	0	0	0	18
Biological Assessment	205	205	0	0	0	0
Total	1961	811	180	212	298	460
Percentage of total	1.00	0.41	0.09	0.11	0.15	0.23
Percent of pages with no changes	0.23					
Percent of pages with changes	0.77					



April 7, 2017

Stephanie Jennings  
NEPA Document Manager, SSFL Area IV EIS  
U.S. Department of Energy  
4100 Guardian Street, Suite 160  
Simi Valley, CA 93063

Dear Ms. Jennings:

Thank you for the opportunity to comment on the U.S. Department of Energy's (DOE) Draft Environmental Impact Statement (DEIS) for Remediation of Area IV and the Northern Buffer Zone of the Santa Susana Field Laboratory (SSFL), which DOE issued in January 2017.

Attached please find a Resolution passed by the Los Angeles City Council on March 3, 2017 that speaks to the City's concerns regarding three aspects of the DEIS, specifically:

1. The DEIS should be based on remediation of the Department of Energy's SSFL site to the levels stipulated in the Administrative Order on Consent (AOC) with the Department of Toxic Substances Control (DTSC) and not include consideration of alternatives that would violate this Order.
2. The inclusion of ineligible exemptions in the Draft EIS dramatically increases the risk of cancers.
3. The alternate transportation plans have not been analyzed and should include direct conveyance of contaminated materials from the site to rail and other options including the use of fire roads and routes with less impact to residents and reduced traffic impact.

Ms. Jennings

April 7, 2017

Page 2

A cleanup agreement was reached in 2010 and I urge swift action to address these concerns and ensure the most protective remediation as stipulated by the AOC. Thank you for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read 'E. Garcetti', with a horizontal line extending to the right.

ERIC GARCETTI

Mayor

cc: The Honorable Rick Perry, Secretary, U.S. Department of Energy  
The Honorable Mitch Englander, Los Angeles City Councilmember, District 12  
The Honorable Mike Feuer, City Attorney, City of Los Angeles  
John Laird, Secretary, California Natural Resources Agency  
Matt Rodriguez, Secretary, California Environmental Protection Agency  
Barbara Lee, Director, California Department of Toxic Substances Control

3/8/17

AGENDA TO BE POSTED

#55

Rule 16

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, the US Department of Energy has released a Draft Environmental Impact Statement for the cleanup of their portion of the Santa Susana Field Lab Property and comments on this draft are due by March 14, 2017; and

WHEREAS, beginning in the 1940s the federal government conducted rocket and nuclear testing activities at the Santa Susana Field Lab in Ventura County with substantial disregard for the environment; one of its nuclear reactors experienced a partial nuclear meltdown in 1959, and two other reactors experienced accidents with significant fuel damage, causing releases of radioactivity into the air; this, in addition to napalm and dioxin incineration in open-air burn pits, dumping of over 500,000 gallons of trichloroethylene and perchlorate, and other contamination from over the 50 years of operations, left the site highly polluted with radioactive and chemical contaminants; and

WHEREAS, the parties responsible for cleaning up the Santa Susana Field Lab are the Department of Energy, NASA and the Boeing Company; and

WHEREAS, in 2010, a legally binding cleanup agreement called Administrative Order on Consent, were entered into by NASA and the Department of Energy with the California Department of Toxic Substances Control which requires all of the detectible radioactive and chemical contamination at their Santa Susana Field Lab operations be cleaned up to background levels similar to those before the site was contaminated; and


WHEREAS, in May, 2012, the Department of Energy issued a notice regarding preparation of an Environmental Impact Statement regarding the cleanup and a draft was released for comment in January 2017 and comments are due on March 14, 2017; however, the Environmental Impact Statement of the Department of Energy does not analyze the impacts of cleaning the Department of Energy site to levels stipulated in the Administrative Order on Consent; and instead, 500,000 cubic yards of soil, some with known significant chemical and radiological contamination that would be covered by the Administrative Orders on Consent, are exempted from remediation; and

WHEREAS, of the options analyzed in the Draft Environmental Impact Statement, Option 1 proposes to leave more than 39% of the contamination - over 1/2 million cubic yards - on site - exposing future users of the site and those in proximity to its runoff and detritus to unacceptable risk of future cancers and other maladies; and this is not, as the document suggests, compliant with the Administrative Order of Consent; and the even more untenable Options 2 and 3 leave up to 91% and 99% of pollution on site, respectively;

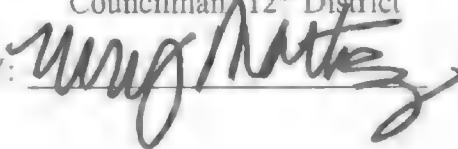
NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2017-2018 Federal Legislative Program sponsorship and support of any administrative action by the US Department of Energy relative to the Draft Environmental Impact Statement for the cleanup of their portion of the Santa Susana Field Lab in Ventura County to incorporate the following comments:

1. The Environmental Impact Statement should be based on remediation of the Department of Energy's Santa Susana Field Lab site to the levels stipulated in the Administrative Order of Consent and not include consideration of alternatives that would violate this Order.
2. Ineligible exemptions utilized in the Draft Environmental Impact Statement that dramatically increase the risk of cancers should be excluded.
3. Alternate transportation plans should be analyzed that include direct conveyance of contaminated materials from the site to rail and other options including the use of fire roads and routes with less impact to residents and reduced traffic impact.

PRESENTED BY:

  
MITCHELL ENGLANDER  
Councilman 12<sup>th</sup> District

SECONDED BY:



ORIGINAL





April 5, 2017

Ms. Stephanie Jennings  
NEPA Document Manager  
SSFL Area IV EIS  
U.S. Department of Energy  
4100 Guardian Street, Suite 160  
Simi Valley, CA 93063

*Re: Comments on Draft Environmental Impact Statement for  
Remediation of Area IV and the Northern Buffer Zone of the  
Santa Susana Field Laboratory*

Dear Ms. Jennings:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for remediation of Area IV and the Northern Buffer Zone (NBZ) of the Santa Susana Field Laboratory (SSFL) prepared by the U.S. Department of Energy (DOE). In this transmittal letter we summarize our concerns. A detailed treatment of these concerns is set forth in the attachment.

Background – A Highly Contaminated Site With Half a Million People Living Nearby

SSFL is one of the most contaminated sites in the state. Over the years it housed ten nuclear reactors, a plutonium fuel fabrication facility, a “hot lab” for disassembling highly irradiated nuclear fuel, and open-air “burn pits” where radioactively and chemically contaminated items were burned. One reactor had a partial meltdown; three others had accidents; there were radioactive fires at the hot lab; and decades of open burning of contaminated items. The poor environmental and safety practices of DOE and its predecessor agency, the Atomic Energy Commission, resulted in numerous releases and spills which contaminated soil, groundwater, and surface water, as well as numerous buildings, with radioactivity and toxic chemicals.

SSFL was established seventy years ago and was supposed to be a remote field lab for work too dangerous to conduct near populated areas. However, over the decades the population nearby mushroomed, so that there are now more than 150,000 people living within 5 miles of the site and more than half a million people living within 10 miles.

Federally funded studies found significant increases in death rates from key cancers among the SSFL workers associated with their work exposures, offsite migration of pollutants at levels in excess of U.S. Environmental Protection Agency (USEPA) levels of concerns, and a greater than 60% higher incidence of key cancers among people living near SSFL than those living further away. Because SSFL is located in hills overlooking the City of Los Angeles and other populated areas below, the contamination migrates downgradient, where neighboring communities can be exposed. Cleanup of the contamination source is therefore critical. However, DOE has had a history of resisting those cleanup obligations.

#### NRDC, City of Los Angeles, CBG v. DOE Lawsuit Blocked DOE's Prior Attempt to Walk Away from Cleaning Up Most of the Contamination

Fifteen years ago, DOE proposed cleanup standards for SSFL that would have left the great majority of the contamination not cleaned up. The City of Los Angeles, the Natural Resources Defense Council (NRDC), and the Committee to Bridge the Gap (CBG) filed a lawsuit in U.S. District Court, challenging the legality of DOE's actions under the National Environmental Policy Act (NEPA), 42 U.S.C. §4321, *et seq.* In 2007, in an Order highly critical of DOE, Federal District Judge Samuel Conti, granted summary judgment for the plaintiffs and against DOE.<sup>1</sup>

In 2010, DOE and the California Department of Toxic Substances Control (DTSC) executed an Administrative Order on Consent (AOC), a legally binding agreement requiring the cleanup of contaminated soil (including the buildings) in Area IV and the NBZ to local background levels, to be completed by 2017. *2017 has arrived and the promised cleanup not only has not been completed, it has not yet even begun.*

In 2012, DOE committed that any EIS would be limited, with the exception of the required No Action alternative, to cleanup alternatives that were compliant with the AOC's required cleanup to background. Any alternative would be about how, not whether, to comply with AOC requirements, as the agreement mandated.

#### The 2017 DEIS Breaches DOE's 2010 and 2012 Commitments

Despite the above commitments, all alternatives considered in the DEIS would violate the AOC. As DOE states on page S-12 in the DEIS: "DOE expects that, in order for the implementation of any alternative to be consistent with the 2010 AOC, changes to the AOC would be required."

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<sup>1</sup> Citations for all sources referenced in this letter are found in the Detailed Comments, attached.

The AOC bars consideration of any “leave in place” alternatives. Yet all four of the DEIS alternatives would leave in place hundreds of thousands of cubic yards of contaminated soil, not cleaned up. **Alternative 1 would leave in place 34-39% of the contamination; Alternative 2 would leave in place 86-91%; Alternative 3 would leave in place at least 90%, and perhaps as much as 95 or 99%; and Alternative 4 would leave 100%.** For the second and third alternative, 98 of 116 toxic chemicals contaminating the area would not be cleaned up at all.

In Alternative 1, DOE proposes to exempt approximately half a million cubic yards of contaminated soil from cleanup. None of the claimed reasons comports with the very narrowly constrained exceptions allowed in the AOC.

In Alternative 2, DOE proposes to leave in place as much as a million cubic yards of contaminated soil. It proposes to not comply at all with the AOC’s cleanup standard for toxic chemicals and to instead do no cleanup until contaminant concentrations are hundreds or thousands of times, and in some cases, millions of times, higher than the AOC’s required cleanup levels. DOE asserts that these are risk-based limits based on DTSC’s suburban residential Risk Based Screening Levels (RBSLs). However, in fact, the DOE proposed concentrations are hundreds and thousands of times higher than the DTSC-approved suburban residential RBSLs. DOE does this by leaving out the required backyard garden component of the residential RBSL. The risks to human health from these high contaminant concentrations is, thus, far greater than DOE asserts.

In Alternative 3, DOE proposes to leave even more contamination behind. This alternative incorporates the weak standards of Alternative 2, but additionally averages contamination over wide areas, so that if there is contamination in one place, it would not be cleaned up because it would be averaged with many acres of soil further away. Additionally, in this alternative, DOE proposes to allow radioactivity levels hundreds of thousands of times higher than the U.S. Environmental Protection Agency’s preliminary remediation goals. Radiation doses equivalent to many chest X-rays a year would be allowed.

In Alternative 4, DOE proposes to do no cleanup whatsoever.

It is important to keep in mind that whatever the final end use of SSFL, large numbers of California citizens live nearby, with backyard gardens, and a primary purpose of the cleanup must be to eliminate the contamination source that puts them at risk from migrating pollution.

While claiming that its proposals to abandon large portions of the contamination are designed to protect biological features, in fact it is its contamination of the environment and reversal of promises to remediate that damage that pose the real ecological risks. DTSC has established ecological RBSLs, and the cleanup levels DOE now proposes to employ instead of those promised in the AOC are hundreds, thousands, and tens of thousands times higher. The refusal to clean up this contamination poses a risk to California’s environment and to public health.

### DOE Lacks the Authority to Decide How Much Cleanup of its Contamination it Will Perform

An EIS is to be performed about *discretionary* federal agency actions. However, DOE has no discretion to ignore the requirements of the AOC. It is a legally binding set of obligations that DOE cannot unilaterally ignore.

Even were there no AOC, decisions as to how much of the chemical contamination to clean up are outside DOE's authority. Under the Resource Conservation and Recovery Act, those decisions are in the hands of DOE's regulator, DTSC. It is the regulator who decides how much cleanup is required, not the party that produced the contamination in the first place.

### The DEIS Fails to Consider Reasonable Transportation Alternatives

Much of the DEIS appears to be an attempt to inflate the impacts of cleaning up while trivializing the risks of abandoning in perpetuity significant amounts of radioactive and chemical contamination. DOE asserts that there is little to no risk from the toxic and radioactive pollution but much inconvenience from the trucks needed to transport the contaminated soil for disposal. As discussed above, it does this by using risk-based screening levels that are orders of magnitude higher than the actual ones approved by DTSC and U.S. EPA, dramatically downplaying the true risks. At the same time, the DEIS fails to evaluate reasonable alternative methods of conveyance and routes.


### Conclusion

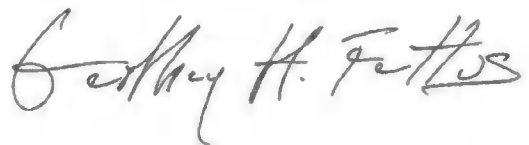
DOE is obligated, having contaminated SSFL through its failure to follow proper environmental procedures, to clean the site up fully, as required by the AOC; to do so by the deadlines agreed to; and to mitigate impacts such as trucks hauling away contaminated material by a careful development of alternative transportation options in an EIS. Instead, DOE has dragged its feet for years since the AOC was issued, not only missing the deadline for completion of the cleanup, but not even beginning it. And now in a severely flawed DEIS, the federal agency flouts the authority of the California state agency charged with overseeing this important cleanup by proposing to breach the cleanup agreement it signed and instead leave the great majority of the contamination in place.

The public that resides in the area surrounding the site will be placed at continued and perpetual risk if DOE continues on this course. We call this day for extensive revision of the DEIS so that it is fully in compliance with the AOC and DOE's commitments for a complete cleanup of the contamination for which it is responsible.

Our detailed comments are attached. Supporting documentation is being sent separately on a CD.

Sincerely,

  
MICHAEL N. FEUER  
Los Angeles City Attorney



GEOFFREY H. FETTUS  
Senior Attorney  
Natural Resources Defense Council



CATHERINE LINCOLN  
Executive Coordinator  
Committee to Bridge the Gap

Attachment:

Detailed Concerns Regarding the DOE Draft EIS on Cleanup of SSFL Area IV and the Northern Buffer Zone

cc:

Barbara A. Lee, Director, California Department of Toxic Substances Control, with Attachment  
Matthew Rodriguez, Secretary, California Environmental Protection Agency, with Attachment  
John Laird, Secretary, California Natural Resources Agency

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## Detailed Concerns Regarding the DOE Draft EIS on Cleanup of SSFL Area IV and the Northern Buffer Zone

### A. BACKGROUND

The history of the site provided in the Draft Environmental Impact Statement (DEIS) is inaccurate and minimizes the problems. We provide here a more complete picture.

#### 1. A History of Safety Considerations Subordinated to Other Concerns; Accidents, Spills and Releases

The Santa Susana Field Laboratory (SSFL) was established in the late 1940s for rocket testing and in the early 1950s commenced nuclear reactor work. In this initial incarnation, the site was supposed to be a remote field lab for work too dangerous to conduct near populated areas, and the original siting criteria stated that “care must be taken to select an area where prospects for population growth in the near future are not anticipated.”<sup>1</sup> However, over the decades the population nearby mushroomed, so that there are now more than 150,000 people living within 5 miles of the site and more than half a million people are within 10 miles.<sup>2</sup>

SSFL housed ten reactors, plutonium and uranium fuel fabrication facilities, numerous nuclear “critical facilities,” and a “hot lab” wherein highly irradiated nuclear fuel from around the nation was cut apart. The facility was operated for the Department of Energy (DOE) and its predecessor agency the Atomic Energy Commission (AEC), as part of the national nuclear complex from the years 1953 to 1998.

Safety considerations were “subordinated to other concerns from the outset.”<sup>3</sup> Despite being ranked 5<sup>th</sup> out of 6 candidate sites for the safety of meteorological conditions (in part because of nighttime migration of potentially contaminated air into the San Fernando Valley), the site was chosen as a nuclear testing site nonetheless, in large

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<sup>1</sup> NAA-SR-30, *General Reactor Site Survey of the Los Angeles Area*, U.S. Atomic Energy Commission, June 1, 1949, as cited in *Report of the Santa Susana Field Laboratory Advisory Panel*, October 2006 (hereafter SSFL Panel Report), p. 8. <http://www.ssflpanel.org/files/SSFLPanelReport.pdf> The SSFL Advisory Panel was established at the initiative of local legislators in the early 1990s to oversee independent health studies of SSFL and the surrounding areas. Under its auspices, federally-funded worker studies by the UCLA School of Public Health were conducted in the 1990s, and in the next decade a series of studies about potential offsite effects funded by the State Legislature were prepared. This summary of the siting and accident history is drawn in part from the Panel’s 2006 report; the reader is referred to the full report for more detail and supporting citations, which is incorporated herein by reference.

<sup>2</sup> SSFL Panel Report, pp. 8-9.

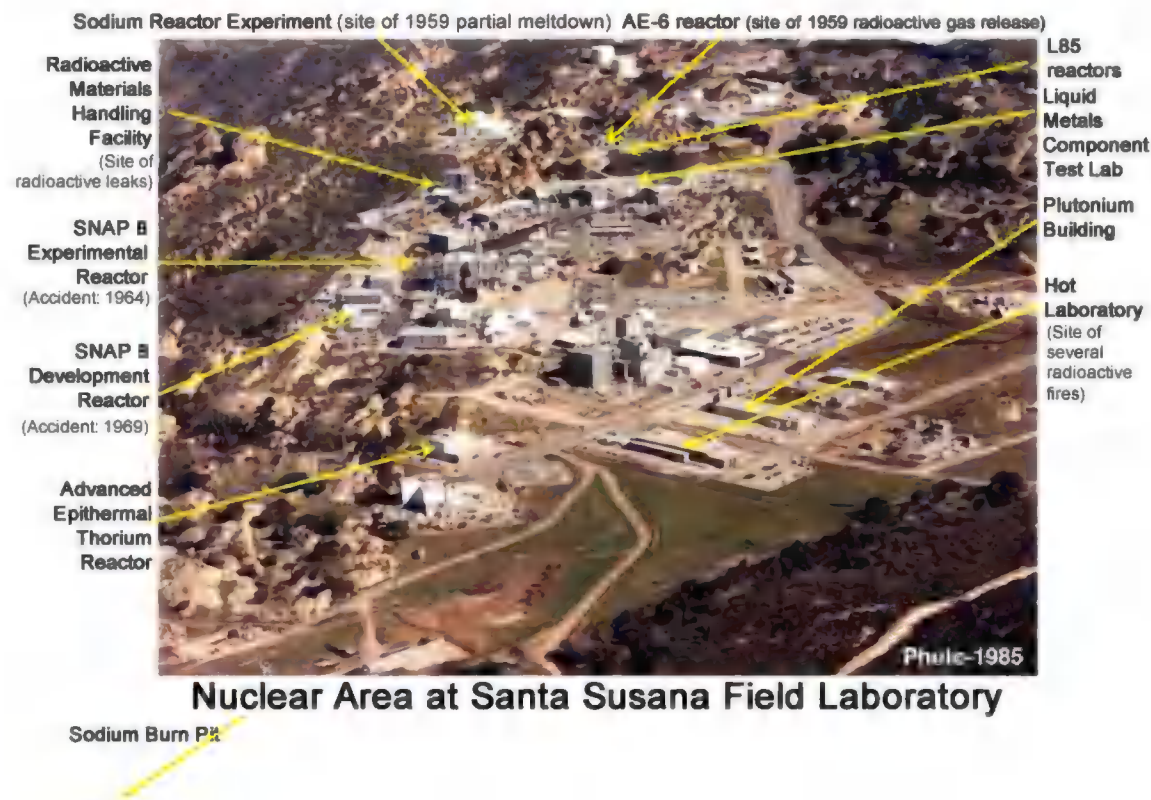
<sup>3</sup> *id.*, p. 8.



measure because of convenient drive times from nearby universities. To compensate for the poor site conditions, and because the reactors would have no containment structures, a reactor power limit was set to limit radioactive inventory. But a decade thereafter, the AEC chose to build the Sodium Reactor Experiment (SRE) with power twenty times the limit, despite people living much closer than the original rule recommended.<sup>4</sup>

Poor environmental and safety practices resulted in at least four of the reactors suffering significant accidents, including a partial nuclear meltdown.

First, in March of 1959, the AE6 reactor released fission gases as a result of malfunction.. Then blockage of coolant precipitated a power excursion and partial meltdown of the SRE in July 1959. The SNAP8ER accident damaged 80% of its fuel in 1964. A similar accident in the SNAP8DR resulted in damage to a third of its fuel in 1969.<sup>5</sup> None of these reactors had a containment structure like modern reactors to prevent radiological releases into the environment.



*photo source: DOE; labels: SSFL Work Group<sup>6</sup>*

<sup>4</sup> *id.*, pp. 8-9.

<sup>5</sup> SSFL Panel Report, p. 10.

<sup>6</sup> <https://energy.gov/em/energy-technology-engineering-center>;  
<http://www.ssflworkgroup.org/about-ssfl/>



The events of June, 1959 at the SRE are emblematic of the problems caused by a troubled safety culture at SSFL.<sup>7</sup> On that date, a fuel rod at the SRE, coated with sodium, exploded when it was washed with water in a “wash cell.” The explosion lifted the shield plug out of the wash cell, and created “extremely high contamination levels within the entire building.”<sup>8</sup> A couple of weeks later, on July 13, the SRE experienced a power excursion—the reactor power suddenly began to increase exponentially, out of control, and the reactor barely was able to be shut down, or “scrammed.” Yet, inexplicably, the operators of the reactor, unable to figure out what had caused the incident, started it up again two hours later, and continued to operate it for another week and a half, in the face of rising radioactivity readings (off-scale) and numerous other signs of reactor in trouble. When it was finally shut down, it was determined that 13 of 43 fuel elements had experienced melting.

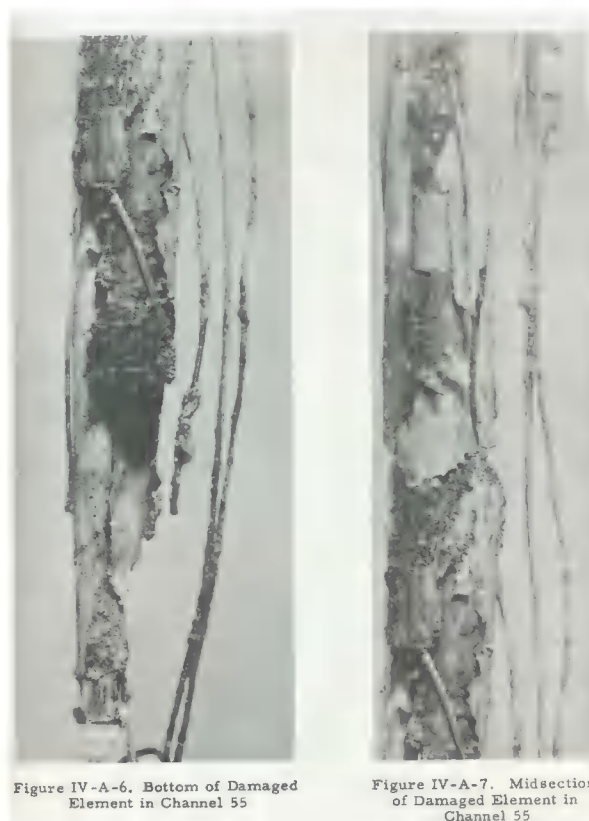


Figure IV-A-6. Bottom of Damaged Element in Channel 55

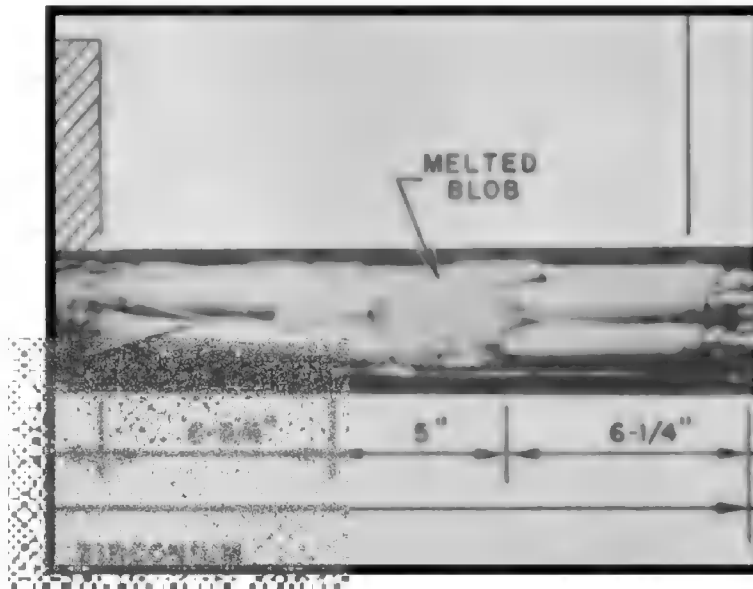
Figure IV-A-7. Midsection of Damaged Element in Channel 55

<sup>7</sup> See, e.g., the review of the SRE accident performed for DOE by Dr. Thomas Cochran of NRDC, *Sodium Reactor Experiment Partial Fuel Meltdown*, 29 August 2009.

<http://www.etec.energy.gov/Library/Main/Cochran%20SRE%20Presentation.pdf>

<sup>8</sup> See Committee to Bridge the Gap, *Past Accidents and Areas of Possible Present Concern Regarding Atomics International*, January 18, 1980, and the citations therein. (Atomics International was the name of the AEC contractor running the nuclear portion of SSFL at the time.)

*Photo of Damaged Fuel Element; source: AEC/Atomics International*



*SRE Fuel “Melted Blob” (label in original); source: AEC/Atomics International*

The accidents at the SRE, SNAP8ER and SNAP8DR all involved running the reactors for extensive periods of time while they were failing, despite clear indications of problems. As an AEC analysis<sup>9</sup> of the SRE partial meltdown concluded:

[S]o many difficulties were encountered that, at least in retrospect, it is quite clear that the reactor should have been shut down and the problems solved properly. Continuing to run in the face of a known Tetralin leak, repeated scrams, equipment failures, rising radioactivity releases, and unexplained transient effects is difficult to justify. Such emphasis on continued operation can and often does have serious effects on safety and can create an atmosphere leading to serious accidents. It is dangerous, as well as being false economy, to run a reactor that clearly is not functioning as it was designed to function.

Nonetheless, the same pattern of continuing to operate reactors for long periods despite evidence of failing cores subsequently resulted in significant fuel damage in two other reactors at the site.

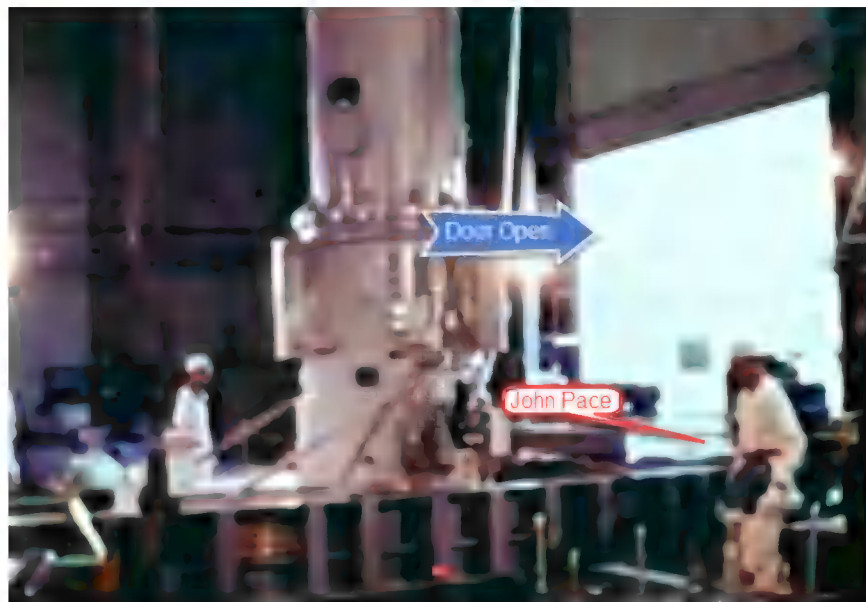
The problem of cutting safety corners was compounded by a culture of secrecy and a lack of candor. The AEC said nothing publicly about the SRE partial meltdown for

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<sup>9</sup> T. J. Thompson and J. G. Beckerley, *The Technology of Nuclear Reactor Safety*, prepared under the auspices of the US Atomic Energy Commission, 1964, p. 644

nearly five weeks. Finally, it issued a news release, embargoed for Saturday morning papers, saying that “a parted fuel element had been observed,” that there were no indications of unsafe operating conditions and no radioactive release. However, in fact, the fuel had experienced not just parting, but melting. A third of the core underwent partial melting, not just a single fuel element. It was a clear indication of unsafe operating conditions,, and radioactivity had been intentionally vented into the atmosphere for weeks.

Despite subsequent claims that only noble gases were released, independent experts have concluded that other radionuclides such as iodine-131 could have been vented into the atmosphere. One estimate is that over 260 times the I-131 released at the Three Mile Island accident could have been emitted by the SRE.<sup>10</sup> The reactor had no containment structure; because of the coolant blockage, the coolant vaporized, and volatile radionuclides like iodine, cesium and strontium could have been emitted into the core cover gas, which was deliberately vented from the reactor and into the environment. Furthermore, a report by an eyewitness, John Pace, indicates that the reactor room became so radioactive that the large equipment door had to be kept open to vent radioactivity from the room to the outdoors.<sup>11</sup>



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<sup>10</sup> Declaration of Arjun Makhijani, Ph.D., President of the Institute for Energy and Environmental Research, in *Lawrence O'Connor et al. v. Boeing North American, et al.*, U.S. District Court for the Central District of California, February 12, 2004, p. 24.

<sup>11</sup> <http://data.nbcstations.com/national/KNBC/la-nuclear-secret/> The above photograph is from an AEC film about the accident, taken during the recovery operation. The labels have been added. Pace says the door had to be opened for extended periods during the accident itself because of high radiation readings.

By no means was the SRE partial meltdown the only problem at SSFL that led to releases. Much of the work at SSFL involved radioactively contaminated liquid sodium coolants for reactors, which burn if exposed to air and explode in the presence of water. There were radioactive fires at the hot lab and numerous other radioactive and chemical releases and spills. In addition, for decades, despite requirements to the contrary, radioactive and toxic chemical wastes were burned in open “burnpits.” The resulting clouds of airborne contamination fell out over wide areas, including beyond the SSFL boundaries.

These and many other activities resulted in widespread radioactive and chemical contamination of air, soil, groundwater and surface water. Contaminants have repeatedly migrated offsite. The Los Angeles Regional Water Quality Control Board has fined Boeing more than a million dollars for scores of violations of pollution discharge limits for surface water leaving the SSFL site.<sup>12</sup>

DOE reports in its DEIS that the majority of the contamination is from over a hundred toxic chemicals. It has not explained how it managed to produce so much chemical contamination in addition to the radioactive pollution, and should do so. Some of the widespread chemical contamination likely came from the decades of open-air burning of wastes with toxic chemicals in burnpits, with the toxic plume spreading widely and resulting in airborne deposition. Any other poor practices that led to the chemical pollution should be disclosed.

A federally-funded study by the UCLA School of Public Health found markedly increased rates of death from key cancers for workers associated with their exposures.<sup>13</sup> The most highly exposed workers had triple the deaths from those cancers as did less exposed SSFL workers.

A subsequent federally funded study by a team of researchers led by UCLA’s Professor Yoram Cohen found evidence of contaminants having migrated outside the site boundaries and exposing the public at levels in excess of EPA levels of concern.<sup>14</sup> A study by Dr. Hal Morgenstern of the University of Michigan, also federally funded, found

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<sup>12</sup> Summarized, with citations to Regional Board Orders, at <http://www.ssflworkgroup.org/files/Fines%20for%20Violations%20of%20Pollution%20Laws%20at%20SSFL.pdf>

<sup>13</sup> Morgenstern, Froines, Ritz and Young, *Epidemiologic Study to Determine Possible Adverse Effects to Rocketdyne/Atomics International Workers from Exposure to Ionizing Radiation*, June 1997, at [http://www.ssflpanel.org/files/UCLA\\_rad.pdf](http://www.ssflpanel.org/files/UCLA_rad.pdf). See also *Santa Susana Field Laboratory Epidemiological Study: Report of the Oversight Committee*, September 1997, at [http://www.ssflpanel.org/files/panel\\_worker\\_radiation.pdf](http://www.ssflpanel.org/files/panel_worker_radiation.pdf)

<sup>14</sup> Yoram Cohen, et al., *Potential for Offsite Exposures Associated with the Santa Susana Field Laboratory*, February 2006, at <http://www.ssflworkgroup.org/potential-for-offsite-exposures-associated-with-ssfl/>



a greater than 60% increase in incidence of various cancers in people living near the site associated with their proximity to it.<sup>15</sup>

SSFL is located atop the Santa Susana mountains overlooking significant populations in the City of Los Angeles and elsewhere. The site is contaminated with a wide range of radioactive materials, such as plutonium-239, cesium-137, and strontium-90, and over a hundred hazardous chemicals, such as dioxins, PCBs, heavy metals, and volatile organic compounds. Contaminants at the site can migrate offsite and expose those communities. Thus, the cleanup of the source of pollution above these communities is critical to their health. The issue thus is not merely a question of exposure to people at the site in the future, but to the people who live nearby. As we shall show, the failure to recognize this is a fundamental failure of the DEIS.

## 2. DOE's History of Resisting Its Cleanup Obligations

Along with the history of weak environmental and safety controls at SSFL, the AEC – and its successor the DOE – have long resisted doing anything more than a minimal cleanup of the contamination for which it was responsible, at this or its other polluted facilities across the country.<sup>16</sup>

After incidents like the Rocky Flats fires in the 1970s, the Three Mile Island meltdown in Pennsylvania in the late 1970s, and the 1986 Chernobyl accident in the former Soviet Union raised concerns with the widespread environmental and safety problems throughout the DOE nuclear complex nationwide, tentative attempts at reform were undertaken. Reviews were undertaken of environmental problems at DOE sites; one performed by DOE contractor (and thereafter, NRDC engineer) James Werner found widespread chemical and radioactive contamination at SSFL.<sup>17</sup> Admiral James Watkins was brought in as Secretary of Energy to attempt to change the troubled “safety culture” at DOE. In 1991 an investigative “Tiger Team” team found significant problems in the safety and environmental program at SSFL.<sup>18</sup> In 1995, in an effort to bring DOE into the modern era of environmental regulation, it entered into a Joint Policy with the U.S. EPA

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<sup>15</sup> Hal Morgenstern, et al., *Cancer Incidence in the Community Surrounding the Rocketdyne Facility in Southern California*, March 2007, at <http://www.ssflworkgroup.org/files/UofM-Rocketdyne-Epidemiologic-Study-Feb-2007-release.pdf>. See also, Professor Hal Morgenstern letter to Senator Joe Simitian, then-Chair, California Senate Committee on Environmental Quality, April 5, 2007, summarizing his findings, at [http://www.ssflworkgroup.org/files/LettertoSen.Simitian\\_041507.pdf](http://www.ssflworkgroup.org/files/LettertoSen.Simitian_041507.pdf)

<sup>16</sup> See, e.g., National Governors Association, *Cleaning Up America's Nuclear Weapons Complex: 2015 Update for Governors*.

<sup>17</sup> Environmental Survey, Preliminary Report, DOE Activities at Santa Susana Field Laboratory, February 1989; DOE/eh/OEV-33-P.

<sup>18</sup> [http://www.etec.energy.gov/Library/Main/DOE-EH-0175\\_ES&H\\_Tiger\\_Team\\_Assessment\\_of\\_ETEC.pdf](http://www.etec.energy.gov/Library/Main/DOE-EH-0175_ES&H_Tiger_Team_Assessment_of_ETEC.pdf)

committing that all DOE nuclear sites in the country, irrespective of whether they were on the National Priority List, would be cleaned up consistent with EPA's CERCLA (Superfund) guidance.<sup>19</sup> However, significant elements within DOE continued to resist these efforts at reform.

A clear example of this resistance can be found in the cleanup standards for the site. To wit, despite these critical findings and despite the Joint Policy entered into with EPA to carry out environmental remediation pursuant to EPA's CERCLA guidance, in the late 1990s, DOE and its contractor Boeing put forward cleanup standards for SSFL that were orders of magnitude more lax than the EPA CERCLA guidance and which would have left virtually all of the contamination not cleaned up.<sup>20</sup> In January 2002, DOE issued a Draft Environmental Assessment, and in 2003 a final Environmental Assessment and Finding of No Significant Impact approving those standards and its plan to leave substantially more than 90% of the radioactive contamination unremediated.<sup>21</sup>

Concerned about the plan to not clean up the great majority of the contamination and the failure to examine the environmental impacts of the harms associated with such weak cleanup choices, the City of Los Angeles, the Natural Resources Defense Council (NRDC), and the Committee to Bridge the Gap (CBG) filed a lawsuit in U.S. District Court, challenging the legality of DOE's actions under the National Environmental Policy Act (NEPA), 42 U.S.C. §4321, et seq. In 2007, in an Order highly critical of DOE, Judge Samuel Conti, granted summary judgment for the plaintiffs and against DOE.<sup>22</sup>

In 2007, Judge Conti ruled against DOE. He noted, "Area IV is known to be radiologically contaminated and, in fact, was the location of at least one well-known nuclear meltdown....It is located only miles away from one of the largest population centers in the world....Among the primary purposes of NEPA, and the EIS process more specifically, is assuring the public is informed and aware of the potential environmental impacts of government actions....It is difficult to imagine a situation where the need for such an assurance could be greater." He therefore permanently enjoined DOE from "transferring ownership or possession, or otherwise relinquishing control over, any portion of Area IV until it completed an EIS and issued a Record of Decision pursuant to NEPA." The Court retained jurisdiction over the matter until it is satisfied that the DOE has met its legal obligations related to the remediation.

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<sup>19</sup> DOE & EPA, Policy on Decommissioning Department of Energy Facilities Under CERCLA, May 22, 1995, hereafter DOE-EPA 1995 Joint Policy.

<sup>20</sup> Approved Sitewide Release Criteria for Remediation of Radiological Facilities at the SSFL, December 12, 1998.

<sup>21</sup> The EA was restricted to issues related to cleanup of radioactivity, recognizing that the cleanup of the chemicals was subject to the Resource Conservation and Recovery Act (RCRA) and those cleanup decisions were in the hands of the California Department of Toxic Substances Control.

<sup>22</sup> 2007 WL 1302498 (N.D. Cal).

Shortly thereafter, DOE issued a Notice of Intent to prepare an EIS. However, DOE dragged its feet for a decade and only now has issued the DEIS for comment.

### 3. The 2007 and 2010 Cleanup Agreements

#### a. The 2007 Consent Order

In 2007, the California Department of Toxic Substances Control (DTSC), which regulates toxic chemicals in California pursuant to federal delegation under the Resource Conservation and Recovery Act (RCRA), entered into a Consent Order with DOE and the other SSFL Responsible Parties (Boeing and NASA) in which the Responsible Parties were obligated to complete cleanup of soil and installation of the permanent groundwater remedy by mid-2017.<sup>23</sup> Contrary to the DEIS's claim at p. 1-4, that Consent Order does not mandate a cleanup to suburban residential standards but instead requires cleanup to normal DTSC procedures.<sup>24</sup> Those procedures, as shall be discussed shortly, rely on current County zoning and General Plan land use designations, which in the case of SSFL, allows a wide range of agricultural and residential (with garden) uses and would result in the most protective cleanup standards being employed, comparable, DTSC has written, to a cleanup to background.<sup>25</sup>

#### b. The 2010 Administrative Order on Consent (AOC)

In 2010, in the face of mounting frustration by DTSC, the California Environmental Protection Agency (CalEPA), and state and federal legislators with what appeared to be continued foot-dragging by DOE mid-level personnel, Dr. Steven Chu, the Nobel-Prize winning physicist who was then the Secretary of Energy, and Dr. Ines Triay, the DOE Assistant Secretary for Environmental Management, proposed to the state that they enter into an agreement whereby the site would be cleaned up to local background; i.e., remove all the detectible contamination and return it to the condition it was in before DOE contaminated it. Over that year, there were numerous negotiating sessions with DOE and the state, with participation from some of the parties to the successful 2007 NEPA lawsuit, to hammer out the written agreement, first an Agreement in Principle (AIP) and then the full Administrative Order on Consent (AOC), which incorporated the AIP. After two rounds of opportunity for public comment, in which more than 3000 comments were received, of which all but a handful were strongly in favor, DTSC and DOE executed the AOC in December, 2010. The AOC resolved the primary concerns that had resulted in the filing of the action before Judge Conti in the first place.

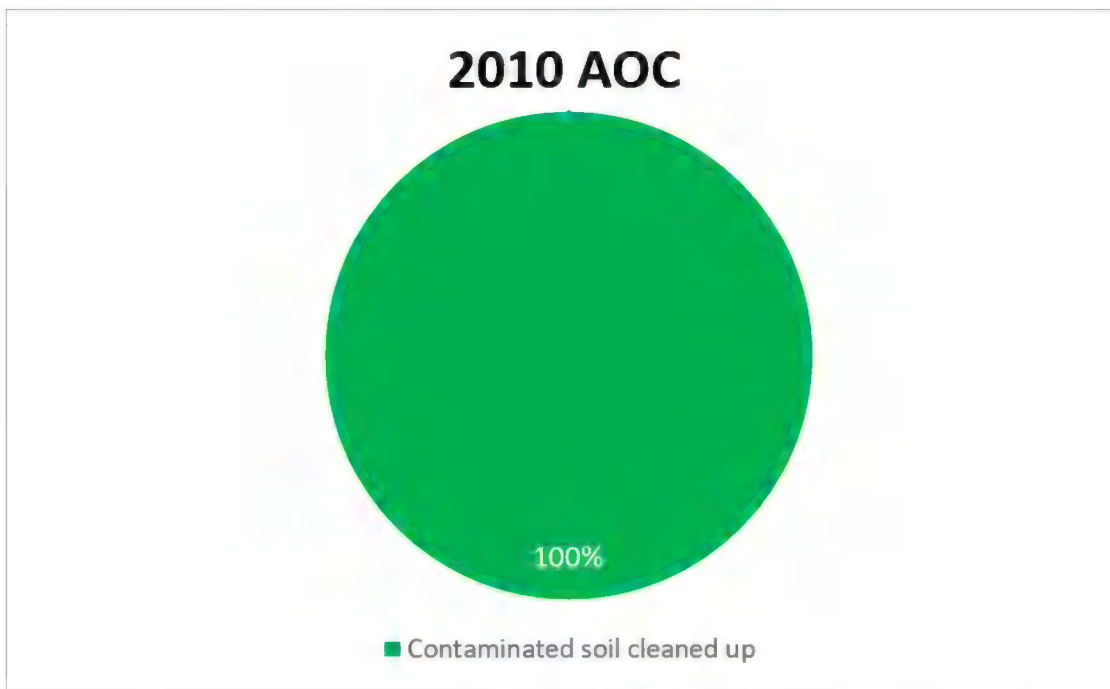
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<sup>23</sup> Consent Order, p. 20.

<sup>24</sup> The word "residential" appears in the Order only to describe the existence of residential areas near the facility, and never to specify a cleanup standard for SSFL.

<sup>25</sup> DTSC, Response to Comments, Agreements in Principle, State of California and the Department of Energy, of California and the National Aeronautics and Space Administration, (hereafter DTSC Response to Comments on Agreements in Principle), October 26, 2010, Volume I, pp. 11-12, 14-7, 21.

There are several key components of the AOC. (1) It is legally binding; DOE cannot unilaterally choose not to comply with any part of it. (2) Cleanup of soil shall be to local background. (3) For the purposes of the AOC, soil is defined to include structures, debris, and other anthropogenic materials. (4) There is to be no averaging; any contamination above background is to be cleaned up. (5) The deadline for full soil cleanup was 2017. (6) All waste with radioactivity above background must be disposed of in licensed or authorized low-level radioactive waste disposal facilities. (7) No risk assessment would be required, as the cleanup was to background. And (8) critically, no “leave in place alternatives will be considered.”



Drs. Chu and Triay subsequently left DOE; the personnel who had frustrated past efforts at cleanup resumed their efforts; and *the deadline for completion of cleanup of soil and installation of the final groundwater remedy passed without either even starting*. In January 2017, DOE issued its DEIS. And in it, DOE broke its commitments in the AOC and its past promises about any EIS. Every alternative DOE presents in the DEIS would abandon in place large amounts of contamination, despite explicit prohibition against such a decision in the AOC. **Alternative 1 would leave in place 34-39% of the contamination; Alternative 2 would leave in place 86-91%; Alternative 3 would leave in place at least 90%, and perhaps as much as 95 or 99%; and Alternative 4 would leave 100%.** Furthermore, DOE also has broken its prior commitments that any EIS would be limited to different technologies that would conform to its obligations under the AOC to clean up all the detectable contamination, i.e., to local background, not whether to do so.



## B. DOE VIOLATES PAST COMMITMENTS ABOUT EIS SCOPE, PURPOSE AND NEED

### 1. Scope of EIS Was to Be How to Meet the AOC, Not Whether to Comply

In 2011, NASA proposed an EIS that would have included numerous alternatives that would have violated the AOC. DTSC wrote to NASA that this was inconsistent with the AOC and demanded that it reverse course.<sup>26</sup>

The matter was of such concern that Senator Boxer arranged a high-level meeting in Washington, D.C. with herself, the NASA Director, the Chair of the White House Council on Environmental Quality (CEQ), and the DTSC and CalEPA heads.<sup>27</sup> NASA asserted that the National Environmental Policy Act required it to evaluate alternatives that would breach the AOC.<sup>28</sup> The others disputed that notion, and it was agreed that CEQ, as the federal authority on NEPA, would issue an opinion.

CEQ issued that conclusion on June 19, 2012, finding that NEPA does not require the consideration of infeasible alternatives, and since NASA must comply with the AOC, alternatives that breach it need not be considered.<sup>29</sup> As the Chair of CEQ wrote, “there is no requirement that NASA consider alternatives that cleanup to other standards that differ from the agreement NASA signed with the State.” CEQ continued, “In view of NASA’s administrative cleanup resolution with the State of California, which turns upon NASA’s commitment to clean the site to local background levels, CEQ’s view is that – under this rule of reason – NASA is not compelled to consider less comprehensive measures as alternatives.” She noted further that “The Supreme Court has long recognized that CEQ’s interpretation of NEPA and its regulations is entitled to substantial deference.” NASA subsequently agreed to restrict its EIS accordingly.<sup>30</sup>

In its efforts to get NASA to comply with the AOC in any environmental review, DTSC noted that DOE was preparing an EIS whose scope was consistent, looking at

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<sup>26</sup> Letter from Debbie Raphael, DTSC Director, to Allen Elliott, SSFL Project Manager, NASA, September 19, 2011. See also letter from DTSC Director Raphael to NASA Administrator Bolden, May 22, 2012, demanding that “NASA modify the scope of its NEPA process to align itself with the project that NASA is actually undertaking – a cleanup to background levels of contaminants in compliance with the AOC – and not an evaluation of alternative cleanup standards that are not related to the project....”

<sup>27</sup> See letters of March 29 and 30, 2012, from Senator Boxer to NASA Administrator Bolden, and DTSC public announcement of March 30, 2012.

<sup>28</sup> See also letter of Allen Elliott to Debbie Raphael of August 9, 2011.

<sup>29</sup> Letter from CEQ Chair Nancy Sutley to Senator Barbara Boxer, June 19, 2012.

<sup>30</sup> See Allen Elliot, Program Director, SSFL, NASA, *Update on NASA’s National Environmental Policy Act Compliance for Santa Susana Field Laboratory*, July 19, 2012; and James Wright, NASA Associate Administrator, to DTSC Director Raphael, July 10, 2012.

various ways to achieve the required cleanup to background, not whether to fulfill the requirements of the AOC. Citing DOE's April 2012 fact sheet for its DEIS process, DTSC noted that DOE had made it clear "that it is defining its project as a cleanup to background levels, as required by its AOC. DOE has been careful not to identify potential alternatives that do not meet its AOC cleanup objective."<sup>31</sup>

Indeed, in May 2012, DOE issued a notice "Public Participation in the Development of Alternatives to be considered in the Santa Susana Field Laboratory Area IV Environmental Impact Statement." In it DOE acknowledged that DTSC was the regulator and had the regulatory authority over the cleanup, that DOE was obligated to carry out the AOC requirement to clean up to background, and that the EIS would be limited to alternative ways to achieve that cleanup standard:

What is the cleanup standard (how clean must Area IV be upon completion of cleanup)?

DOE has signed two agreements with the California Department of Toxic Substances Control: the 2007 Consent Order for Corrective Action and 2010 Administrative Order on Consent for SSFL Area IV. Those agreements stipulate cleanup standards – how clean the site must be before cleanup can be declared completed. DOE is committed to full compliance with both the 2007 and the 2010 orders. However, neither Order dictates how DOE should accomplish the cleanup standards. For that reason, the EIS will explore if there are reasonable alternatives for accomplishing the cleanup levels that are stipulated in the Orders.

DOE went on to say "DOE agrees that the AOC committed DOE to clean up to background," and that the EIS would therefore be restricted to how to do that. DOE stated that the "2007 and 2010 orders dictate how clean the site must be before the cleanup can be declared complete" but don't dictate how to achieve that level of cleanup. "[T]here may be more than one way to accomplish cleanup to background; DOE believes that it would be prudent to evaluate if there might be more than one way to accomplish the AOC's requirement of cleanup to background." In short, any EIS would be limited to analysis on how to achieve a cleanup to background, not whether to do so in the first instance.

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<sup>31</sup> Raphael May 22, 2012 letter, *supra*.

However, the DEIS that DOE just issued breaks those (previously) clearly articulated commitments. Indeed, every option examined would breach the AOC.<sup>32</sup> DOE concedes this in the DEIS saying that the AOC

requires soil cleanup to the AOC LUT [Lookup Table] values, which are based on soil background levels or method/minimum detection limits. *DOE expects that, in order for the implementation of any alternative to be consistent with the 2010 AOC, changes to the AOC would be required.*

(emphasis added)<sup>33</sup>

2. The DEIS Has Shifted from Matters that Were Arguably within DOE's Discretion (How to Meet the Cleanup Requirements) to Decisions That Are Not Its to Make (Whether to Meet the Cleanup Requirements) and Ignores State Authority Over the Cleanup

NEPA is triggered by *discretionary* federal agency actions. It is to inform federal agency decisions. In 2012, DOE fully recognized that DTSC was the regulator and decision-maker about how much contamination DOE must clean up. As it wrote then in its April 2012 notice:

Who is the regulator for cleanup of Area IV at SSFL?

The California Department of Toxic Substances Control (DTSC) has the regulatory authority to direct the cleanup at SSFL.

In the DEIS as issued, however, DTSC is barely mentioned. As it is currently written, the DEIS suggests the decisions as to how much of DOE's contamination DOE must clean up are DOE decisions, not ones that it will reach under the purview of its regulator for the cleanup of chemical contamination. There is an occasional reference in the text (e.g., at p. S-12) that to undertake any of the alternatives DOE proposes, the AOC would be breached, but no real acknowledgment that that is not DOE's decision to make. The AOC is an enforceable contract between DOE and its hazardous waste regulator the DTSC, and DOE has no discretion to ignore its obligations under the AOC. And in that

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<sup>32</sup> In so doing, DOE now makes the same arguments NASA had originally made and which CEQ had rejected.

<sup>33</sup> DEIS, p. S-12. The DEIS identifies a total of four soil cleanup alternatives, one of which is characterized as a cleanup to AOC lookup tables, but with roughly half a million cubic yards of contaminated soil excluded from the cleanup to those requirements. All four alternatives are inconsistent the AOC, as conceded here in the DEIS.

AOC, DOE consents (and indeed, has no recourse to do otherwise) to DTSC regulatory authority over all aspects of the chemical and radioactive cleanup.

Bluntly, even absent the AOC, under RCRA, DOE lacks the authority to unilaterally decide how much of its chemical contamination to clean up, unless the State of California expressly cedes its authority to the federal agency entirely, which it has not done so, here or anywhere else. RCRA contains a waiver of federal immunity, so DOE must comply with it like everyone else; and RCRA authority has been delegated in California to DTSC. It is for that reason that DOE's 2003 Environmental Assessment did not even attempt to cover chemical cleanup decisions, acknowledging that that matter is within DTSC's authority. But in the DEIS, DOE says *it* will make a decision—issue a Record of Decision—about what cleanup option *it* chooses for its toxic chemical pollution. This is not a matter it gets to choose. DOE is the polluter, the regulated entity; the decision about how much of its pollution it must address rests with the regulator, DTSC, not the polluter.

A remarkable fact about the DEIS is its virtual silence about either the legally binding nature of the AOC or the existence of DTSC and its duly entitled state authority over the cleanup. In the DEIS, DOE essentially pretends it is the “decider,” free to choose to ignore the AOC at will and free to decide to leave as much of its pollution not cleaned up as it wishes. Neither is true.

For example, the AOC is not even explicitly mentioned in the Introduction Section 1.0 as one of the requirements DOE must meet, nor in the Purpose and Need for Agency Action (Section 1.1) on p. 1-1. In Chapter 9, identifying the requirements that DOE must follow, the AOC is relegated to a short reference under “Waste Management.” p. 8-3, 8-20. The AOC, of course, controls far more than waste management; it governs the entire cleanup.

Similarly, the DEIS simply ignores the fact that DOE can't choose to walk away from the AOC, that it is a contract with DTSC, and that in the AOC, DOE concedes to DTSC the power over the cleanup decisions. Additionally, DTSC's authority over the chemical cleanup pursuant to RCRA, even absent the AOC, is essentially ignored. DOE has drafted a DEIS as though the binding nature of the AOC and the authority of its regulator DTSC under the AOC and under RCRA don't exist.

A central failing of the DEIS is that it has morphed into a decision document for the central matters about how much it will cleanup, which is not DOE's to decide in the first place and something that is already done, per the AOC. The DEIS is essentially an assault on the state's authority under RCRA and pursuant to the AOC. DOE does not get to decide the very issues it has chosen to prepare the DEIS for, making it invalid.

Furthermore, even were there no AOC—and there is—and no DTSC regulatory authority over DOE—and there is—DOE would still be required to follow EPA CERCLA guidance for the cleanup of the radioactive and chemical contamination, pursuant to the 1995 DOE-EPA Joint Policy. All of the options DOE has put forward are

at variance with that EPA guidance, in addition to breaching both the AOC and DTSC's RCRA authority.

### 3. Erroneous "Purpose and Need for Action" Statement in the DEIS

In 2012, DOE, noting that "NEPA requires a statement of the purpose and need for action in every NEPA document," defined the purpose and need as follows:<sup>34</sup>

DOE needs to complete cleanup of Area IV and the Northern Buffer Zone in compliance with regulations, orders and agreements, *including the 2007 Consent Order (groundwater) and the 2010 Administrative Order on Consent (soil)*. The purpose of the project is to remove the remaining structures of Area IV of the SSFL and cleanup the affected environment in a manner that is protective of the environment and the health and safety of the public and Area IV workers.

(emphasis added)

However, the DEIS as issued has changed the "purpose and need for agency action" statement to now read:

DOE needs to complete remediation of SSFL Area IV and the NBZ to comply with applicable requirements for cleanup of radiological and hazardous substances. These requirements include regulations, orders, and agreements. To this end, DOE needs to remove the remaining DOE structures in Area IV of SSFL and clean up the affected environment in Area IV and the NBZ in a manner that is protective of the environment and the health and safety of the public and workers.<sup>35</sup>

The explicit purpose and need to comply with the 2007 Consent Order for cleaning up groundwater and with the 2010 AOC for cleaning up soil has been dropped. This is no mere oversight, as indeed, all alternatives presented in the DEIS abrogate the AOC requirement of cleanup to background. The 2012 commitments have been breached, and the DEIS, rather than analyzing how to carry out the AOC cleanup to background, now merely presents four alternatives to breach it. The purpose and need statement must return to the 2012 promise, and any new iteration of the DEIS must comply with both the 2012 commitments and the AOC.

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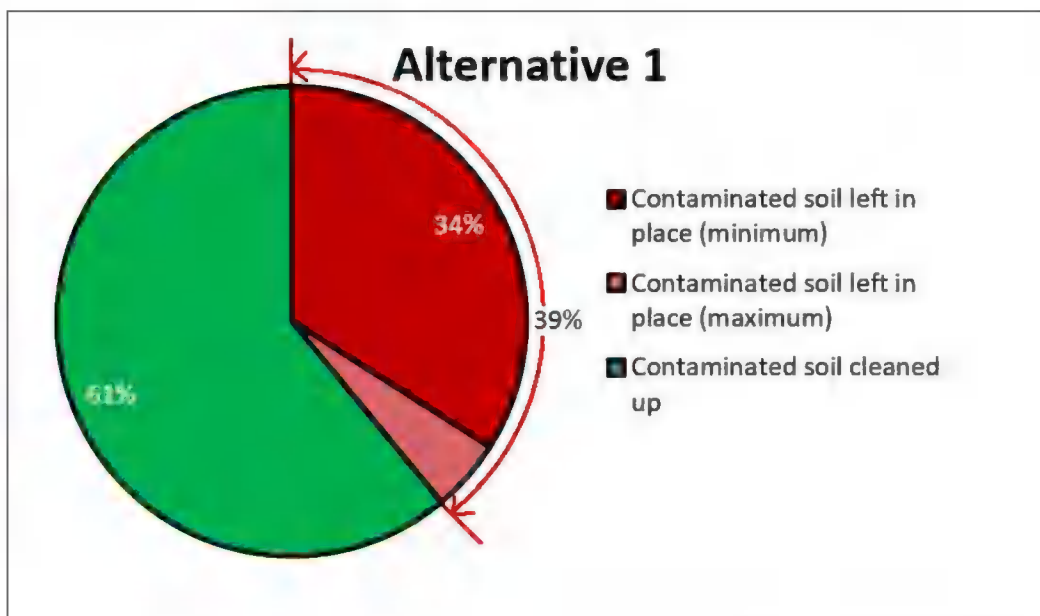
<sup>34</sup> DOE, Public Participation in the Development of Alternatives to be Considered in the Santa Susana Field Laboratory Area IV Environmental Impact Statement, May 2012.

<sup>35</sup> pp. S-2, 1-1.

### C. All Soil Cleanup Alternatives Violate the AOC, DTSC RCRA Authority, and the 1995 DOE-EPA Joint Policy

We discuss each soil cleanup alternative below.

#### 1. Alternative I – Which Leaves in Place 34-39% of the Contaminated Soil



While acknowledging in the DEIS that all alternatives breach the AOC, at other times DOE misleadingly suggests this first alternative is compliant with the AOC. It labels this option as cleanup to AOC Lookup Table (LUT) values. Yet DOE proposes to leave in place at least 480,000 cubic yards of the 1,413,000 cubic yards of soil contaminated above those limits, or 34%.<sup>36</sup> Because the DEIS says DOE also intends to assert an additional exception of up to 5% of total soil volume and leave that also in place, but hasn't included that leave-in-place volume in the totals,<sup>37</sup> this option, like all the others, can be an additional 5% higher, for a total of 39%, or 550,000 cubic yards, of the contaminated soil being left in place. As is repeatedly the case in the DEIS, there is no acknowledgment that DOE doesn't get to make that decision, that any such exceptions must comply with the AOC and must be approved by DTSC.

The AOC contains some very tightly delimited exceptions to the requirement to clean up all contamination to background.<sup>38</sup> Because DOE in the DEIS misrepresents them as it implies they allow it to leave in place more than half a million cubic yards of contaminated soil, reprinting the exceptions from the AOC here may be helpful:

<sup>36</sup> DEIS Summary, p. S-19.

<sup>37</sup> DEIS Summary, p. S-21.

<sup>38</sup> AOC, Appendix B, pp. 1-2.

**SUMMARY: The end state of the site (the whole of Area IV and the Northern Buffer Zone) after cleanup will be background** (i.e., at the completion of the cleanup, no contaminants will remain in the soil above local background levels), subject to any special considerations specified below.

- Clean up radioactive contaminants to local background concentrations.

Possible exceptions (*where unavoidable by other means*):

- The framework acknowledges that, where appropriate, DOE will engage in an Endangered Species Act (ESA) Section 7(a)(2) consultation with the U.S. Fish and Wildlife Service (FWS) over any species or critical habitat that may be affected by a federal action proposed to be undertaken herein on a portion of the site. Impacts to species or habitat protected under the Endangered Species Act may be considered as possible exceptions from the cleanup standard specified herein only to extent that the federal Fish and Wildlife Service, in response to a request by DOE for consultation, issues a Biological Opinion with a determination that implementation of the cleanup action would violate Section 7(a)(2) or Section 9 of the ESA, and no reasonable and prudent measures or reasonable and prudent alternatives exist that would allow for the use of the specified cleanup standard in that portion of the site.

- The acceptance and exercise of any of the following exceptions is subject to DTSC's oversight and approval, and the resulting cleanup is to be as close to local background as practicable:

- Detection limits for specific contaminants exceed the local background concentration, in which case the cleanup goal shall be the detection limits for those specific contaminants.

- Native American artifacts that are formally recognized as Cultural Resources.

- Other unforeseen circumstances but only to the extent that the cleanup cannot be achieved through technologically feasible measures. Under no circumstances shall exceptions for unforeseen circumstances be proposed in excess of five percent of the total soil cleanup volume.

(italics and underlining added<sup>39</sup>)

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<sup>39</sup> AOC, Appendix B, p. 1; there are identical exemptions for chemical contaminants on p. 2.

Thus, the only biological exception in the AOC to the requirement to clean up to background is if U.S. Fish and Wildlife Service issues a Section 7 Biological Opinion with a determination that implementation of the cleanup action would violate Section 7(a)(2) or Section 9 of the ESA, and no reasonable and prudent measures or reasonable and prudent alternatives exist that would allow for the use of the specified cleanup standard in that portion of the site. The only cultural exemption is for formally recognized Native American artifacts, and DTSC must approve the exception. And the up to 5% “unforeseen circumstances” exemption also requires DTSC approval and exists only to the extent that the cleanup cannot be achieved through technologically feasible measures. Furthermore, no exception can be applied unless it is demonstrated to be unavoidable by other means and the resulting cleanup is as close to background as practicable. As shall be discussed below, none of the conditions necessary to trigger an exception has been met. In apparent recognition of this, DOE admits that this option, like all the others, is not in compliance with the AOC and for it to go forward, the AOC’s requirements would have to be altered.<sup>40</sup>

a. Proposal to Leave in Place 150,000 cubic yards of soil contaminated with TPHs and PAHs

DOE states that for all alternatives, it will leave in place 150,000 cubic yards of soil contaminated with Total Petroleum Hydrocarbons (TPHs) and Poly Aromatic Hydrocarbons (PAHs).<sup>41</sup> It argues that these will be left in place to “naturally attenuate.” However, the AOC bars consideration of any leave in place alternative.<sup>42</sup> The AOC expressly states, “No ‘leave in place’ alternatives will be considered.” Note that not only are leave in place alternatives prohibited from being employed, they are barred from even being considered.

DOE says natural attenuation could take up to 70 more years, whereas the AOC required cleanup in just a few years. If DOE did what it proposes, those contaminants would be left in place, available for offsite migration, for a lifetime. Given that the contamination was created as much as seventy years ago, it would thus have been not cleaned up for nearly a century and a half if DOE was able to breach the AOC this way.

But in fact the time period appears far longer. The source DOE cites for the 70 year estimate<sup>43</sup> merely refers to another source<sup>44</sup> for the number and correctly points out

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<sup>40</sup> DEIS p. S-12.

<sup>41</sup> DEIS p. S-21.

<sup>42</sup> See p. 3, Appendix B, AOC. DOE tries to conflate the prohibition on “leave in place” alternatives with the prohibition on “onsite burial or landfilling of contaminated soil,” but these are separate prohibitions. DOE also appears to try to claim leaving it in place is on-site treatment, but it is of course just the opposite—no treatment at all, just leaving it there.

<sup>43</sup> CDM Smith 2015b.

<sup>44</sup> Nelson, et al. 2014.



that this was based merely on a “Phase I literature search.” In truth, the study relied upon (Nelson, et al. 2014) says the amount of time could be far longer, because the rates of attenuation slow dramatically after the easiest material degrades, which has already long ago occurred, and because site specific conditions of weathering also would tend to prevent degradation. The initial estimates were based on first-order approximations from the literature, but the report said site-specific studies were needed to determine likely attenuation rates at SSFL. As the Nelson, et al. study stated about the first-order estimate of ~70 years:

An important assumption in the above calculations was that the same first-order rate constant would be valid throughout the remediation period. As stated above, there are a couple of reasons this may not be a valid assumption: 1) The more easily biodegraded fractions of the hydrocarbon mixture will biodegrade first, leaving the more recalcitrant compounds towards the end, and 2) some fraction of the hydrocarbons will likely remain sequestered in the soil matrix and unavailable for biodegradation. For these reasons, longer remediation times than those calculated ... may be required at SSFL.

Nelson et al. concluded in that study, “It would be helpful to run microcosm experiments under conditions mimicking those at SSFL to get a better idea of potential biodegradation rates at SSFL.”

Nelson and his team (their studies were performed under contract to DOE) followed up that Phase I literature search with actual tests for SSFL-specific conditions. Those measurements under SSFL actual soil conditions resulted in “essentially no change” in concentrations for any of the unamended samples tested.<sup>45</sup> Thus, the actual studies prepared for DOE do not support the claim that the TPHs at SSFL can be left to naturally attenuate. But even were the claim of 70-year attenuation periods correct—and they aren’t—leaving the contamination in place for an additional 70 years would violate the AOC and pose continuing risks.

It is important to keep in mind that the DOE-funded Nelson studies were not aimed at natural attenuation but at identifying soil treatment options. The former is barred by the AOC but the latter, if it works effectively and quickly, is allowed. The Nelson studies concluded that natural attenuation wouldn’t work but that more research should be conducted on possible methods of treatment. One of the failures of the DEIS is the failure to adequately address possible treatment methodologies.

The refusal to clean up these 150,000 cubic yards of contaminated soil but rather leave them in place thus violates the AOC’s requirement that “no ‘leave in place’ alternatives will be considered, and they thus should not be considered.

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<sup>45</sup> See Nelson, et al. reports to DOE, DEIS references 296-300.

b. DOE Also Intends To Avail Itself of An Additional Asserted Exception For 5%, or 70,650 Cubic Yards, of The Contaminated Soil Volume, Again Violating the AOC's Very Limited Exceptions

The AOC exception is limited to “unforeseen circumstances but only to the extent the cleanup cannot be achieved through technologically feasible measures” and requires DTSC approval. Remarkably, DOE is asserting now that it *foresees* claiming such *unforeseen* circumstances. DOE argues that deciding not to clean up contamination that is deeper than 5 feet below the surface would be among the requested unforeseen circumstances exception, even though there is nothing unforeseen about contamination being below 5 feet and that exception is limited to matters where cleanup cannot be achieved through technologically feasible measures, so it clearly doesn't apply.

Similarly, DOE's other example of not cleaning up in remote locations doesn't fit the exception, as it is neither an unforeseen circumstance nor is the cleanup not achievable by technologically feasible measures. And there is no showing that the application of the purported exception is unavoidable by other means. Finally, the AOC requires that even if an exception were granted by DTSC, the soil would still have to be cleaned up to as close to background as practicable. Instead, DOE just wants to walk away from cleaning up most or all of it. The DOE claim for “leaving in place” an additional 5% of the 1,413,000 cubic yards of contaminated soil thus violates the AOC in multiple ways.<sup>46</sup>

c. DOE's Biological Features Exemption Claim Violates the AOC

DOE states that also for all alternatives, it will leave in place an additional 330,000 cubic yards of contaminated soil pursuant to what it implies are AOC exceptions for biological factors and cultural features.<sup>47</sup> However, the biological exception only occurs if the United States Fish and Wildlife Service (USFWS) issues a Biological Opinion that finds that the particular cleanup in a particular SSFL location would violate Section 7(a)(2) or Section 9 of the Endangered Species Act and no reasonable and prudent measures or reasonable and prudent alternatives exist that would allow for the use of the specified cleanup standard in that portion of the site, and the exception is unavoidable by other means.

*No such USFWS Biological Opinion has been issued.* The AOC exception does not apply.

And we note that the agency did issue a Biological Opinion a few years ago for EPA's intrusive radiation survey work that involved cutting back much of the vegetation

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<sup>46</sup> The DEIS does not clearly spell out whether DOE intends to apply the 5% carve-out just for this alternative or for all. In the absence of DOE ruling it out, we here assume the 5% additional leave-in-place volume as part of the upper limit for all the DEIS cleanup alternatives.

<sup>47</sup> DEIS, p. S-21.

in the area.<sup>48</sup> USFWS approved, indicating in part that the activity would actually be helpful to the natural species by making possible cleanup of the environmental contaminants. The Biological Opinion further indicated that soil disturbance often helps the Branton milkvetch, a federally listed species, but in any case measures such as tagging and avoiding plants or storing seeds and reseeded thereafter could be undertaken. The Biological Opinion concluded, further, that even were there a loss of a great majority of the Branton milkvetch at Area IV and the NBZ, “adverse effects caused by this project will not occur throughout a significant portion of the range of the species (only plants in approximately 2 percent of the range of Branton’s milkvetch would be affected by the project).” But in any case, mitigation measures can be undertaken.

DOE is attempting to get out of remediating the damage to the environment it has caused by decades of pollution by saying it now wants to protect biological features by not cleaning up the radioactive and toxic chemicals with which it contaminated them.

Further, the DEIS asserts that the contamination is concentrated around certain facilities.<sup>49</sup> But the biological features were long ago scraped away by DOE to construct those facilities; it is not pristine land, even leaving aside the contamination. Somehow, after decades damaging the SSFL land with radioactivity, toxic chemicals, and intensive industrial activity, suddenly DOE now claims that it shouldn’t have to live up to its commitments to remediate the damage it has done to those very biological resources.

Perhaps in recognition that the AOC’s narrow exception has not been met, DOE has tried to confuse the issue by speaking in the DEIS in broad terms about “conserving biological resources.” But that, of course, is not the actual AOC exception.

The DEIS lists nine federally and state-listed plant species, but then goes on to admit only two of them are known to exist in Area IV and the NBZ. DEIS p. 3-63. And DOE in the DEIS has tried to conflate the AOC exception, which is limited to a USFWS Biological Opinion barring a specific aspect of the cleanup as violating ESA, into a misleading effort to get the California Department of Fish and Wildlife (CDFW) to support DOE’s efforts to avoid complying with the AOC cleanup requirements.

On September 12, 2016, DOE wrote to CDFW misleadingly asserting that the AOC had a generic exemption for protection of biological resources and “to employ an exemption, DOE requires the opinion of the California Department of Fish and Wildlife that an exemption to the AOC soil cleanup is critical for protection of the species.”<sup>50</sup>

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<sup>48</sup> Biological Opinion for the Santa Susana Field Laboratory Area IV Radiological Study Project, Ventura County, California [EPA Contract # EP-S7-05-05] (8-8-10-F-12), May 25, 2010.

<sup>49</sup> DEIS, p. S-1.

<sup>50</sup> Letter from DOE’s John Jones to CDFW’s Mary Meyer, September 12, 2016, including Attachment A, “Supporting Analysis, Effects of Soil Remediation on Santa Susana Tarplant (*Deinandra minthornii*) in SSFL Area IV, August 25, 2016.

DOE attached a very misleading document, purporting to show that there is no health risk whatsoever from not cleaning up the site and supposed extreme risk to the tarplant if it is. (The tarplant is not a federally listed species at all, and is not listed by the state as endangered or threatened, but is identified as rare.) Note that CDFW would have no way of knowing that the AOC exception is restricted to a specified narrow finding in a Biological Opinion by the *U.S.* Fish and Wildlife Service, not the CDFW, and that the standard DOE suggests is also far broader than that contained in the AOC.

Intriguingly, the DOE submission to CDFW indicates that the tarplant has thrived in formerly developed areas at SSFL where facilities were removed followed by interim restoration. It is conceded that the tarplant grows in previously disturbed areas (“including cracks in paved areas”) and that “Boeing has had success at getting Santa Susana tarplant to reestablish at sites where soil has been removed as part of remediation.” Area IV and the NBZ contain about 850 plants total, or about 2 per acre; it estimates an average of only about 13 plants per acre it proposes as exemption areas in Area IV. Clearly one could simply work around those few plants if one wished.

The core of the DOE assertions to CDFW is the claim that “With exceptions, these exceedances of LUT values are at a low level and do not warrant cleanup when human health and ecological receptor Risk Based Screening Levels (RBSLs) are used to determine where potential soil cleanup may occur.” This statement, as will be shown in detail later, is false. DOE used human health RBSLs that are orders of magnitude higher (less protective) than the true RBSLs, and if it left the contamination in place as it proposes, the risks would far exceed human health RBSLs. And nowhere in the DEIS is there an analysis of the contamination compared to the ecological RBSLs. In fact, the cleanup standards DOE now proposes are also orders of magnitude higher than the ecological RBSLs.

In other words, in the guise of trying to protect biological features, DOE proposes to walk away from its obligation to clean up the radioactive and chemically toxic pollution with which it contaminated those features, and leave behind concentrations far above the established Risk Based Screening Levels for ecological receptors, let alone for human health.

None of this was explained to CDFW by DOE. On the day DOE issued the DEIS, DTSC’s Director Barbara Lee wrote to DOE Assistant Secretary Regalbuto expressing significant dismay about DOE’s misleading approach to CDFW, asserting that it was essentially violating the AOC.<sup>51</sup> DTSC stated,

We are concerned that DOE is proposing cleanup actions inconsistent with the Administrative Order on Consent (AOC) between DOE and the Department of Toxic Substances Control (DTSC), and is basing these proposals on assumptions unsupported by needed data and analysis.

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<sup>51</sup> January 6, 2017, DTSC letter “Initial DOE Assessments Related to the Santa Susana Field Lab Cleanup.”

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First, and most importantly, we note that it appears DOE is proposing cleanup approaches that fail to fully recognize the AOC provisions that apply to sensitive plant and animal species located at SSFL. These provisions allow limited exceptions to cleanup activities to safeguard protected species. As you know, DTSC is committed to implementing and enforcing the AOC. DTSC requests DOE to discontinue early consultation until we can discuss with DOE and CDFW how the requirements of the AOC apply to this process.

Second, DTSC is concerned that DOE may not have supported its initial assessments of key issues with sufficient data and analysis.

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Further, it does not appear that DOE has analyzed individual, location-specific approaches to minimizing and mitigating potential impacts to the Tar Plant and other sensitive habitat and resources consistent with the AOC.

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We are also concerned that this consultation has been initiated without sufficient discussion with DTSC.

In sum, DOE is attempting to claim a biological exception for which it does not qualify. That exception is only triggered by a USFWS Section Biological Opinion finding a proposed cleanup action on part of the property to violate specified sections of the ESA, with no reasonable and prudent measures or reasonable and prudent alternatives that would allow for the use of the specified cleanup standard in that portion of the site. No such USFWS Biological Opinion exists. No such showing of the unavailability of mitigation measures has been made by DOE. Cleaning up the radioactive and toxic damage DOE did to the SSFL environment would help biological features in the long run, not harm them.

The proposed exemption areas in the DEIS include some of the most contaminated areas on the property—for example, the SRE, site of the partial meltdown, and the burnpit.<sup>52</sup> These areas are the opposite of pristine natural areas, and it is troubling that DOE would attempt to claim a biological exception for which it does not qualify under the AOC as a way of avoiding cleaning up among its biggest toxic impacts.

#### d. Cultural Features Exemption Claim

Additionally, the DEIS asserts an exemption that it describes as for cultural features, but the AOC exception is limited to Native American *artifacts* that have been

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<sup>52</sup> DEIS, p. 2-23.

formally recognized. *The DEIS discloses in an appendix, however, that there are no formally recognized Native American artifacts in Area IV or the NBZ.*<sup>53</sup> Like its attempt to expand the narrow exception for a USFWS Biological Opinion to a shotgun set of claims about biological features generally, DOE similarly tries to inflate the narrow exception for formally recognized Native American *artifacts* to cover far broader claims not allowed under the AOC. Furthermore, this exemption is not in DOE's purview to declare; according to the AOC, DTSC must decide whether it is to be used. Again, DOE leaves out the fact that these decisions are not its to make.

A study performed by DOE for site cleanup found three small rockshelters and one bedrock mortar in Area IV, ineligible for formal recognition:

*Due to their failure to satisfy the criteria of inclusion, these four sites have been determined not eligible to the National Register of Historic Places. Based on this determination, the proposed closure and remediation program is determined to have no effect.*<sup>54</sup>

A subsequent cultural features survey performed for the USEPA radiation survey identified some additional rockshelters and similar features and isolated small artifacts such as the mano stone, a few inches across, pictured below. These were flagged and either avoided during the survey or carefully collected and then returned to their original location, which could be done as well during the cleanup.<sup>55</sup>



*mano stone, source: DOE DEIS Ref. 465 (Corbett 2012)*

What artifacts have been found – although none is formally recognized—have generally been quite small and isolated, whereby one can readily work around them or, as was done in the EPA survey, carefully collect and then return them. There is no basis, as

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<sup>53</sup> Appendix F, F-16.

<sup>54</sup> W&S Consultants, *Class III Inventory/Phase I Archaeological Survey of the Santa Susana Field Laboratory, Area 4, Ventura County, California*, September 24, 2001 This reference is cited in the DEIS (reference 502) but the DOE link to it takes one to a statement that DOE is not making it available. We found it elsewhere.

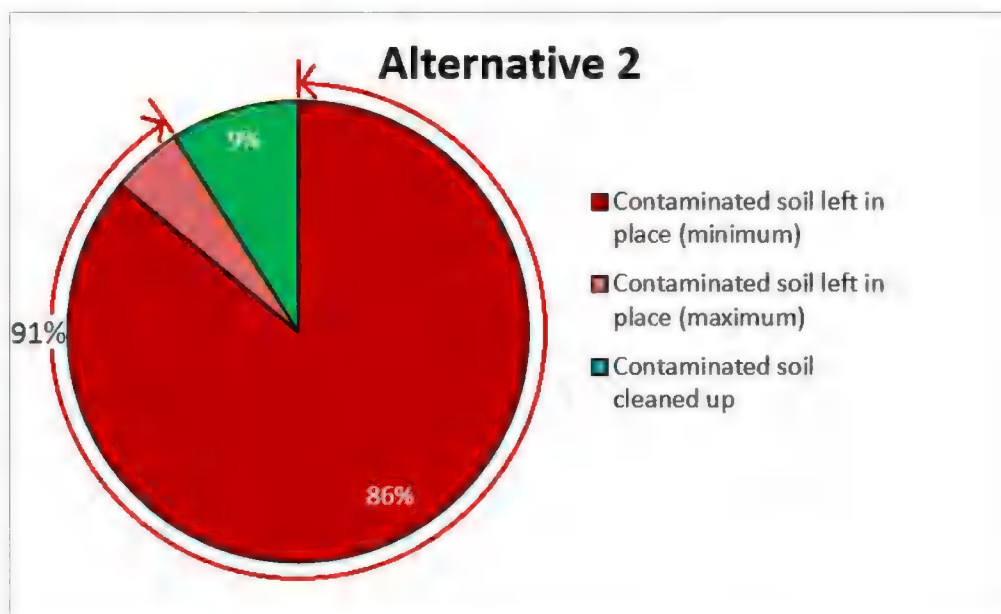
<sup>55</sup> DOE DEIS Ref. 465 Corbett 2012.

DOE has done, to propose exempting a vast amount of the contamination from cleanup because of isolated small artifacts, which can be fully protected while also allowing the site to be returned to its natural state before DOE polluted it.

DOE states it will include a USFWS Biological Opinion, if issued, and information on cultural exemptions in the final EIS. Similarly, DOE suggests post-DEIS cultural feature efforts to declare exceptions based on future cultural feature considerations. But that of course prevents public review and comment in the NEPA process, amounting to a game of hide the ball. DOE has had years, indeed decades, to have obtained the Biological Opinion and any necessary Native American artifacts consideration, and its delay in doing so impermissibly shields from NEPA review the basis for cleanup exemption claims. One notes that EPA was able to timely obtain its USFWS Biological Opinion and its cultural features review for its activities at Area IV and the NBZ, and that neither Opinion indicated that the activity would cause an unacceptable impact and could be readily conducted in a way that was acceptable. DOE's efforts to exempt 330,000 cubic yards of contaminated soil from cleanup for purported biological and cultural reasons violates the narrow AOC exceptions and is unsupportable upon careful examination.

Thus, Alternative 1 breaches the AOC and would, despite the prohibition on "leaving in place," leave in place 34-39% of the contamination. None of the exceptions that DOE cites are currently met.

## 2. Alternative 2 – Leave in Place 86-91% of the Soil Contamination



DOE characterizes this alternative as using alternative Lookup Table (LUT) values, alternative to those required by the AOC. As such, it is a direct violation of the AOC. The AOC requires cleanup to LUT values established by DTSC based on

background and detection limits. It is not up to DOE to set these values; it is solely DTSC's authority, pursuant to the AOC. Once again, DOE in its DEIS is usurping the authority of its regulator, DTSC, about a matter not in DOE's purview, and attempting to adopt cleanup values that violate the AOC.

The cleanup standards DOE now puts forward in this alternative violate the AOC, the 1995 Joint Policy with EPA, and longstanding DTSC and EPA guidance.<sup>56</sup> DOE estimates under this option, only 192,000 of the 1,413,000 cubic yards of contaminated soil would be cleaned up (leaving 86% in place). With the additional 5% exemption they are improperly assuming, but not including in the total, that means up to 91% could avoid cleanup.<sup>57</sup>

The alternative LUT cleanup levels DOE proposes are orders of magnitude more lax than the AOC LUT values, as can be seen by comparing the AOC LUT values and the DOE proposed alternative RBSLs in Table D-3 of the EIS.<sup>58</sup> The thyroid disrupter perchlorate, for example, is supposed to be cleaned up to levels of 1.63 micrograms per kilogram. That is what DOE promised to do. Now it wants to leave concentrations as high as 53,300 micrograms/kg. That is 32,700 times higher. Dioxins, an extraordinarily toxic group of chemicals (2,3,7,8-TCDD TEQ) have a LUT value of 0.912 picograms/gram under the AOC. DOE instead wants to not have to clean the dioxins up until they reach a level of 4800 — more than 5000 times higher. Acenaphthene has an AOC LUT cleanup value of 2.5 microgram/kg; DOE wants to not clean it up until the level reaches 3,230,000, more than a million times higher.

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<sup>56</sup> See, e.g., Land Use in the CERCLA Remedy Selection Process, EPA OSWER Directive 9355.7-04, and DTSC Response to Comments on Agreements in Principle, p. 11-12.

<sup>57</sup> As indicated above, the DEIS is not clear about whether DOE proposes to use the 5% purported “unforeseen circumstances” additional exemption for all three alternatives. This should be clarified.

<sup>58</sup> DEIS Table D-3, pp. D-8-11.



Here are a few more examples:

Chemical	DOE Proposed Cleanup, Supposed Suburban Residential RBSL (mg/kg)	AOC Levels (mg/kg)	How much more of each chemical does DOE propose to leave? (Compared to AOC)
Bis(2-ethylhexyl)phthalate	173	0.061	2,836 times more
Naphthalene	14.6	0.0036	4,055 times more
2-Methylnaphthalene	162	0.0025	64,800 times more
Methylmercury	7.61	0.00005	152,200 times more
Pyrene	1650	0.0056	294,643 times more
Flouranthene	2,200	0.0052	423,076 times more
Benzo(g,h,i)perylene	1,650	0.0025	660,000 times more
Phenanthrene	16,400	0.0039	4,205,128 times more
Anthracene	16,400	0.0025	6,560,000 times more

A complete comparison of AOC LUT cleanup values for the more than one hundred toxic chemicals found to be elevated at SSFL Area IV and NBZ versus the levels DOE proposes to be permitted to leave behind is attached hereto.

DOE claims that under this alternative, it would clean up the chemical contaminants to what it purports is a risk-based standard. The standard it says it would use are Risk Based Screening Levels that it says are specified in the DTSC-approved Standardized Risk Assessment Methodology (SRAM). DOE in the DEIS claims the SRAM mandates the use of a suburban residential standard and that that is what DOE proposes to use in this alternative. Both assertions are incorrect. The SRAM does not mandate the use of the suburban residential standard as opposed to a more conservative rural residential standard. Furthermore, the RBSLs that DOE says it wants to use even for the suburban residential scenario are thousands of times less protective than the suburban residential RBSL in the SRAM.

The SRAM includes RBSLs for several scenarios, including not just the suburban but also the rural residential one. Generally, the latter would be the most protective standard, as it includes the greatest exposure. Under EPA and DTSC practice, one is to clean up to the exposure scenario that produces the greatest risk and which is allowed under current County zoning and General Plan designations.<sup>59</sup> As DTSC described the process<sup>60</sup>:

<sup>59</sup> See, e.g., Land Use in the CERCLA Remedy Selection Process, EPA OSWER Directive 9355.7-04, and DTSC Response to Comments on Agreements in Principle, p. 11-12.

One of the primary assumptions that these calculations rely upon is the land use. The Superfund process requires the assumption to be based upon the reasonably anticipated land use. *The local government General Plan land designations and local zoning designations are the most reliable expressions of prospective land use.* OSWER Directive No. 9355.7-04 .“Land Use in the CERCLA Remedy Selection Process,” May 25, 1995, p. 2, 4-5. *DTSC and U.S.EPA, in implementing the Superfund process, defer to local governments’ land use plans and zoning decisions, and base their cleanup level calculations on the assumption that the land will be used as the land use requirements would allow, irrespective of its current use.*

(emphasis added)

As DTSC said in 2010, its normal practice, even if there were no AOC or site-specific law, would be to require SSFL to be cleaned up to the rural residential/agricultural standard because that is what the site is zoned for and allowed under the General Plan:

Even absent SB 990 [an SSFL-specific statute], *DTSC, in implementing its cleanup authorities, would defer to local governments’ land use plans and zoning decisions. In this instance, the Ventura County zoning maps specify that the site and much of the surrounding area are currently zoned as rural agricultural.* Carrying out the cleanup specified in the Agreements in Principle is consistent with both SB 990 and with local land use decisions.

(emphasis added)<sup>61</sup>

DTSC after analyzing various contaminants at SSFL, stated that such a cleanup using its standards for all sites in the state, i.e., relying on local land use designations, would result in a cleanup at SSFL essentially equal to a cleanup to background.<sup>62</sup> Thus, a genuine risk-based cleanup would be the same as the AOC, whereas what DOE puts forward would leave on the order of 90% not cleaned up.

Ventura County in 2015 confirmed for DTSC that its land use designations for the property allow a wide range of residential (e.g., with gardens) and agricultural (rural residential) uses.<sup>63</sup> Thus, were there no AOC, any risk-based cleanup would have to be to the most protective of those exposure scenarios.

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<sup>60</sup> DTSC Response to Comments, *supra*.

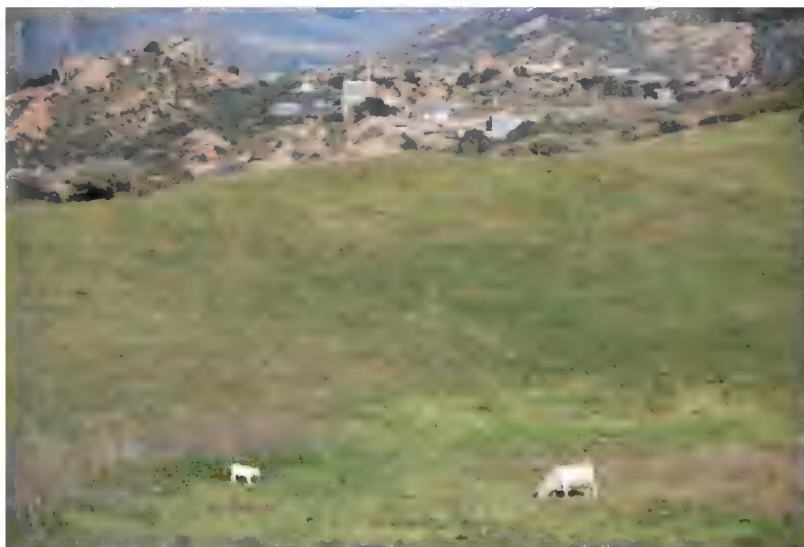
<sup>61</sup> *id.*, p. 21.

<sup>62</sup> *id.* pp. 14-17.

<sup>63</sup> Letter of July 20, 2015 from Kimberly L. Prillhart, Director, Ventura County Planning Division, to Mark Malinowski, DTSC.



*Cow on SSFL Area IV*      *source: William Preston Bowling*



*Cows grazing near Area IV<sup>64</sup>*      *source: William Preston Bowling*

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<sup>64</sup> The agricultural cleanup standards are designed to assure that, for example, cows are not grazing on grass growing in contaminated soil, so that those who drink the milk and eat the meat are not put at risk.

Throughout the DEIS, DOE claims it is using the suburban residential RBSLs from the DTSC-approved SRAM. However, buried in a footnote, DOE concedes it isn't using even the suburban residential standard, but only one aspect of a standard, not the standard *in totem*. Specifically, DOE, for its own purposes that are not identified, avails itself of only the direct contact aspect of the standard (e.g., getting some soil on your hand), and does not include the part of the suburban residential standard that is associated with exposure from consumption from backyard fruit trees or vegetable garden.<sup>65</sup> The backyard garden part of the suburban residential scenario is required to be included, barring some extraordinary situation (e.g., where soil conditions prevent anything growing).<sup>66</sup> DOE claims it is using only the direct contact part of the suburban residential scenario and excluding the backyard garden part per the SRAM. But the SRAM doesn't say that. In fact, it requires calculation of the backyard garden part of the risk and provides RBSLs for that component of the suburban residential standard.<sup>67</sup> Indeed, DTSC has recently directed Boeing that the backyard garden part of the suburban residential exposure pathway must be incorporated.<sup>68</sup>

The significance of DOE claiming it is using a suburban residential standard but in fact using a standard that excludes the key component of that standard is that the RBSLs it purports are the suburban residential RBSLs are, for many chemicals, hundreds or thousands of times less protective than the actual suburban residential RBSL from the DTSC-approved SRAM. Here are a few examples (a complete comparison table is attached hereto).

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<sup>65</sup> See fn 32, p. S-21. (Note that it misrepresents the backyard garden scenario as requiring 100% of one's fruits and vegetables from the garden.)

<sup>66</sup> See, e.g., EPA's Preliminary Remediation Goals for radionuclides, <https://epa-prgs.ornl.gov/radionuclides/>

<sup>67</sup> Final SRAM, Rev. 2 Addendum, August 2014, , pdf pp. 1071- 1074 It also provides RBSLs for rural residential/agricultural exposures.

<sup>68</sup> Letter of August 23, 2016, from DTSC's Roger Paulson to Michael Bower of Boeing p. 3.

**DOE Proposed Cleanup Level in EIS, Supposed Suburban Residential RBSL VS. True Suburban Residential RBSL with Garden**

<b>Chemical</b>	<b>DOE Proposed Cleanup Level in EIS, Supposed Suburban Residential RBSL (mg/kg)</b>	<b>True Suburban Residential RBSL with Garden (mg/kg)</b>	<b>How much more of each chemical does DOE propose to leave? (Compared to Suburban Residential RBSL with Garden )</b>
Mercury	16.8	0.0504	333 times more
Methyl Mercury	7.61	0.00131	5809 times more
Cadmium	4.6	0.00165	2787.9 times more
Perchlorate	53.3	0.0158	3373.4 times more
Acenaphthene	3230	18.7	172.7 times more
Antimony	26.4	0.139	189.9 times more

Because a RBSL is defined as the concentration that will produce a cancer risk of one in a million or a hazard index of 1 for non-cancer risks, the right-most column above also tells one how many times above the risk goal DOE's desired standards are. In other words, DOE promised that its cleanup alternatives would leave behind a one in a million cancer risk and an acceptable risk from other health effects, but in fact its proposed standards would result in risks hundreds or thousands of times higher.

In addition to trying to adopt cleanup standards orders of magnitude higher than the promised AOC LUT values or even true suburban residential risk-based levels, DOE has used these grossly inflated RBSLs to eliminate completely from any cleanup 98 of the 116 toxic chemicals found contaminating its property – without explicitly disclosing so. Table D-3 of the DEIS gives LUT and purported RBSL values for 116 toxic chemicals, but in Table D-4, DOE shrinks the list of contaminants of concern for which there are cleanup levels under its alternative 2, “alternative LUT values,” to 18. The source from which Table D-3 is taken, CDM Smith 2017, identifies more than a hundred hazardous chemicals detected in Area IV and the NBZ at levels in excess of LUT values, i.e., contamination above background. Yet what DOE has quietly done is thrown out all chemicals that exceed LUT values but are below its purported RBSL values, which, as we have seen, are hundreds or thousands of times higher than true suburban residential RBSL values. In short, in alternative 2, DOE proposes to clean up only 18 of 116 contaminating chemicals, and for those that will be considered for cleanup, do so only if they reach levels orders of magnitude higher than the promised AOC LUT values or true suburban residential RBSLs, which includes a garden.<sup>69</sup>

<sup>69</sup> We note that DOE is not even clear that it will clean up contamination that reaches the astronomical levels it purports are suburban residential RBSLs. Instead, it merely says a “cleanup decision” would be made if contamination is found over those levels.



DOE has no logical reason for the hidden exclusion of the backyard garden portion of the risk-based screening level, nor for excluding the agricultural/rural residential standards. For this alternative DOE states it would use the AOC LUT values for radionuclides but not for chemicals, with no rationale.<sup>70</sup> For chemicals, DOE proposes far less protective cleanup standards than required by the AOC LUT values. DOE states that for chemicals it will assume suburban residential exposures, but then excludes the garden component of the suburban residential standard. In support for this arbitrary exclusion, DOE states that Boeing wants to use the suburban residential standard without a garden for other portions of the site, citing to a letter in response to a letter by LA Supervisor Kuehl, LA City Councilmember Englander, and then-Senator Pavley to DTSC Director Lee (DOE includes the Boeing letter but not the electeds' letter to which it purportedly responds).<sup>71</sup> But it is DTSC that decides Boeing's cleanup levels, not Boeing, and DTSC has told Boeing it cannot exclude the backyard garden part of the suburban residential standard but must include it in the total risk.<sup>72</sup> And further, DTSC has said that in the establishing of cleanup levels it defers to local zoning and General Plan designations, which allow both suburban residential with a garden and agricultural/rural residential uses, as discussed above. There is thus no basis, even were it not bound by the AOC, for DOE to propose cleanup that wouldn't meet the agricultural/rural residential standard, nor the suburban residential standard with garden.

DOE, a Responsible Party (RP) under DTSC regulation, is relying on another Responsible Party's cleanup wish, when it is up to neither RP, but to the regulator. And the regulator's requirements are cleanup based on land use designations by the County, which allows agricultural/rural residential uses and also suburban residential with a garden.

DOE claims Boeing has stated that its desire is to place restrictions on the property [in perpetuity?] so it cannot be used for residences, backyard gardens, etc., but rather for open space. But DTSC and EPA procedures don't allow the Responsible Parties to avoid of cleanup obligations by declaring the property too contaminated for unrestricted use. If that were allowed, every polluter would simply do so and walk away from their obligation for cleanup. It is local land use authorities that determine what uses are allowable and thus, under regulator procedures, what cleanup standards apply.

Furthermore, DOE states in the DEIS that, despite Boeing's stated desire for the land to be open space, that couldn't be counted on, and for that reason, DOE would assume residential uses could occur and would set RBSLs accordingly. It is thus completely contradictory to assume a residential exposure scenario and then exclude a backyard garden on the grounds that Boeing says it intends to place restrictions so that it can't be used for residences or gardens. The Responsible Parties here don't get to have it both ways.

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<sup>70</sup> DEIS, p. S-30.

<sup>71</sup> *id.*, p. 2-13, *citing letter* dated December 15, 2015.

<sup>72</sup> Aug 23, 2016 ltr., *supra*.

Further, it is important to recall that a main reason for cleaning up SSFL is to protect the people who live or engage in agriculture nearby. Many of the homes have gardens; and cows graze now on contaminated grass next to and on the site. Someone drinks that milk, eats that meat. Even were SSFL restricted in its future use to non-residential or non-agricultural activity, the people living near it and subject to exposure to the migrating contamination are not.<sup>73</sup>

Therefore, using cleanup standards based on suburban residential use with no garden, standards hundreds or thousands of times less protective than the true RBSLs for suburban residential with garden, puts at risk people who live nearby and who do have gardens, and all the agricultural uses. Even were there never a residence on SSFL, leaving contamination thousands of times the true suburban residential RBSL could mean that migration, even with possible reduction of concentrations,<sup>74</sup> could result in unacceptable exposures to the people nearby.

DOE's Alternative 2, which could leave in excess of 90% of the contamination in place, obviously violates the AOC. But even in the absence of an AOC, it also violates DTSC's procedures for risk-based cleanups, which are to rely on local government's land use designations.

Additionally, Alternative 2 violates the DOE-EPA 1995 Joint Policy requiring cleanup of all DOE sites, whether they are on the National Priority List or not, to EPA's CERCLA guidance. The relevant guidance similarly relies on local government land use designations.<sup>75</sup> Interestingly, the stated intentions of the Responsible Parties (i.e. the polluters) for how they would want to restrict the land to avoid more protective cleanup obligations is not one of the factors identified in EPA guidance to be considered.

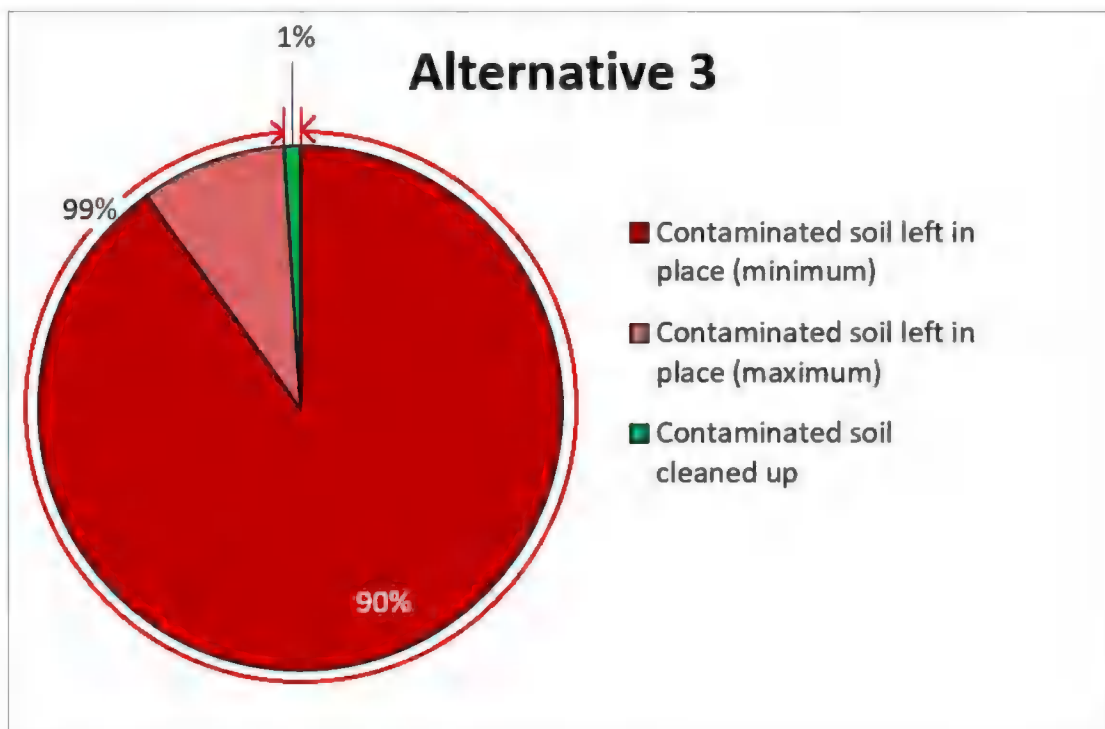
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<sup>73</sup> Furthermore, institutional controls cannot be relied upon when institutions can be counted on to exist for only a fraction of the time over which the toxic materials are dangerous. See, e.g., Hirsch, *50 Years of Power, 500,000 Years of Waste*, December 20, 2013, in U.S. Nuclear Regulatory Commission docket for Waste Confidence Rule and Generic EIS, NRC-2012-0246.

<sup>74</sup> For example, a ten-fold dilution factor would still result in hundreds of times the risk based level for residences. And there is nothing to guarantee that contaminants wouldn't concentrate offsite; e.g., where they tend to accumulate in sediments.

<sup>75</sup> "Land Use in the CERCLA Remedy Selection Process," EPA OSWER Directive 9355.7-04.

3. Alternative 3 – 25 Millirem/yr for Radiation, and Averaging Chemical and Radioactive Contamination Over Wide Areas, Leaving in Place 90-99% of the Contaminated Soil, Not Cleaned Up



This alternative, which would leave from 90% to as much as 99% of the contamination not cleaned up, is cynically referred to by DOE as the *Conservation of Natural Resources* alternative.<sup>76</sup> After polluting those natural resources for sixty years,

<sup>76</sup> DOE estimates in the DEIS (p. S-33, S-39) that this alternative involves cleaning up 148,000 cubic yards of soil, out of the 1,413,000 cubic yards it estimates are contaminated, thus leaving about 90% not cleaned up. The DEIS, however, indicates that this option involves the As Low As Reasonably Achievable (ALARA) principle, in which DOE will decide whether to clean up 44,000 cubic yards of soil contaminated above AOC LUT limits. It is not clear from the DEIS whether the 148,000 cubic yard estimate presumes cleanup of all, or none of the 44,000 cubic yards (i.e., whether the baseline is 104,000 cubic yards with up to 44,000 cubic yards of additional soil perhaps cleaned up pursuant to ALARA). Further complicating the matter is that DOE has included the same 44,000 cubic yard figure in two different places in the table in question, on p. S-39, making it uncertain which group of contaminated soil it is identifying for prospective ALARA analysis. In practice, ALARA rarely results in additional cleanup. If the correct estimate is 148,000 cubic yards, that represents an alternative in which 90% is not cleaned up. (Because of the unclear language in the DEIS regarding the ALARA matter, we have assumed the minimum cleaned up is the figure the DEIS reports of 148,000 cubic yards). If the 5% “unforeseen circumstances” exceptions DOE claims for Alternative 1 is also claimed for Alternative 3, that would



DOE purports to “protect” them by not remediating the toxic and radioactive damage it has done.

This alternative would violate the AOC, DTSC requirements, and the 1995 EPA-DOE Joint Policy. It involves cleaning up the radioactivity to a supposed dose of 25 millirem per year. That is the equivalent of a dozen unnecessary chest X-rays per year, or one a month from the moment of conception to the moment of death. EPA has long declared that dose to be “non-protective” and bars its use under its CERCLA guidance.<sup>77</sup>

But this proposed DOE standard is even worse than it sounds at first. Because DOE in the DEIS calculates the dose based on suburban residential *without* a garden, and since the garden produces hundreds to thousands of times higher risk than the suburban residential without a garden, the true dose for the standard required suburban residential exposure scenario would be thousands of chest X-rays annually.

EPA has a Dose Compliance Calculator by which one can calculate the dose received by a member of the public in a suburban residential exposure scenario. DOE has proposed for this alternative allowing, for example, an astronomical 1200 pico-curies of strontium-90 per gram of soil (1200 pCi/g). EPA’s actual risk-based Preliminary Remediation Goal for Sr-90 is 0.0036 pCi/g, 330,000 times lower (more protective). According to the EPA Dose Compliance Calculator, the cleanup level of strontium-90 DOE is proposing for a suburban resident would produce a dose, not of 25 millirem/year, but an astounding 1540 millirem per year. That is the equivalent of 770 chest X-rays a year, about two a day from conception on, for decades. We urge that DOE not suggest this is a reasonable exposure for the public.

The situation is even worse for other radionuclides. The plutonium-239 cleanup level DOE proposes for this alternative, 640 pico-curies per gram, is 104,065 times higher than EPA’s PRG for Pu-239, which is 0.00615. EPA’s Dose Compliance Calculator estimates a dose of 4,220 millirem/year from the DOE proposed cleanup level, the equivalent of 2,110 chest X-rays per year, nearly six a day, for decades.

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leave 95% not cleaned up. And if the 44,000 cubic yard figure for ALARA is the one from the furthest right column in the table on S-39, then as much as 98 or 99% of the contamination would be left in place, taking into account uncertainties of measurements and estimates. Even if Alternative 3 resulted in “only” 90% not cleaned up, that would still be an extraordinary breach of the AOC and of the necessity to protect the public health and ecological features.

<sup>77</sup> EPA, “Radiation Risk Assessment at CERCLA Sites: Q&A,” OSWER 9285.6-20, June 13, 2014; see p. 28. Dose is not to be used at CERCLA sites as a cleanup standard unless there is an Applicable or Relevant and Appropriate Requirement (ARAR) that is at a substantially lower dose; if there is no such ARAR (and only Maine has one), one is to not use dose and to use CERCLA’s process of aiming for a one in a million risk, which is roughly equivalent to a few hundredths of a millirem per year.

### Radiation Dose from DOE SSFL Clean-up Levels

source: EPA Dose Conversion Calculator

Radionuclide	EPA estimated dose for DOE proposed cleanup level (mrem/year)	How many CHEST X-RAYS would DOE levels be per year?
Nickel -59	5,290	2,645
Strontium-90	1,540	770
Americium -241	2,180	1,090
Plutonium -239	4,220	2,110
Thorium -232	3,330	1,665

Comparing DOE's Alternative 3 proposed cleanup levels for radioactivity for a supposed suburban residential standard against EPA's preliminary remediation goals (PRGs) for suburban residential exposure shows the extraordinary increases DOE proposes. As indicated above, DOE's strontium-90 proposed cleanup level is more than 330,000 times higher than EPA's PRG for suburban residential exposure; for plutonium-239, they are proposing a cleanup level more than 100,000 times higher than the EPA PRG.

### DOE SSFL Clean-up Levels vs. EPA Preliminary Remediation Goals (PRGs)

Radionuclide	Department of Energy (DOE) Levels (pCi/g)	Environmental Protection Agency (EPA) Levels (pCi/g)	How much higher is DOE than EPA?	What's the cancer risk?
Strontium-90	1,200	0.0036	332,410	28%
Plutonium -238	700	0.00178	393,258	33%
Plutonium -239	640	0.00615	104,065	10%
Uranium -238	240	0.00176	136,364	13%

Using EPA's PRG calculator set to estimate cancer risk at the concentrations DOE proposes, the estimated risk for strontium-90 is 28% -- a bit more than every fourth person on average would get a cancer from the radiation exposure. That is in addition to their regular cancer risk. For plutonium-238, the additional risk is every third person getting cancer from the exposure.

EPA aims for a one in a million risk, and DOE says in the DEIS that that is what its proposed cleanup levels would produce. But that clearly is not the case. The risks associated with their proposed cleanup levels are hundreds of thousands of times higher than the promised risk level, and far outside EPA's and DTSC's acceptable risk range.

Further, (and indeed, plaintiffs find this wearying), this proposed alternative is even worse than just described. EPA guidance provides that one should not average contamination across areas for exposure scenarios such as residential where the exposure is non-random, for the obvious reason that someone can be exposed to high levels of contamination in one place even though another place is lower.<sup>78</sup> Yet DOE states for this alternative it will average the contamination across areas, resulting in high levels of contamination in one place not getting cleaned up.<sup>79</sup> So, if contamination existed in one location at the immense concentrations DOE is proposing for its cleanup standard, it still wouldn't get cleaned up, because DOE proposes averaging the contaminated soil with less contaminated soil elsewhere. This also violates the 1995 Joint Policy, as well as the AOC, which bars averaging.

DOE claims that the excess cancer risk from any of the alternatives would be trivial, one in a million ( $10^{-6}$ ).<sup>80</sup> The true risk would be greatly higher, because DOE is uses RBSLs that are a thousand times weaker than true suburban or rural residential RBSLs, leaves out the garden or the rural residential standard entirely, and then weakens them further by averaging elevated concentrations in one location with lower concentrations elsewhere.

To show how extraordinarily high the risks would be, note that Boeing did risk assessments for parts of Area III, which borders DOE's Area IV, and concluded that risks

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<sup>78</sup> EPA, Radiation Risk Assessment at CERCLA Sites: Q&A, June 13, 2014, OSWER 9285.6-20.

<sup>79</sup> The DEIS indicates that this averaging would be over the entire NBZ, or over subareas in Area IV, which are tens of acres. See. p. 2-33, 3-108 - 3-111. The NBZ itself is 182 acres and Area IV is 290 acres. *Final Radiological Characterization of Soils Area IV and the Northern Buffer Zone Area IV, Radiological Study, Santa Susana Field Laboratory, Ventura County, California*, prepared by HGL for USEPA, December 12, 2012, p. 1-1.

<sup>80</sup> Elsewhere in the DEIS, DOE suggests it wouldn't clean up to its proposed RBSLs, but merely use them for making cleanup decisions, indicating it might then leave contaminants behind at up to several hundred times the RBSL. Further it indicates that when multiple contaminants are present, it would leave them not cleaned up, instead of using the "sum of the fractions" rule normally applied when there are multiple contaminants. These matters are of concern and should be clarified.

for the suburban residential scenario would be as high as 96 cancers produced per 100 people exposed, essentially a million times higher than DOE is claiming just on the other side of the boundary, by using its various improper weakening factors.<sup>81</sup> Even after cleaning up to the standard DOE is proposing for Alternatives 2 and 3, suburban residential without garden, Boeing estimates remaining risks a thousand times higher than the one-in-a-million level claimed by DOE, which is far outside EPA's risk range that DOE is supposed to be following.<sup>82</sup>

DOE attempts to characterize Alternative 3, which involves taking no steps to clean up the great majority of environmental damage it caused at SSFL, as "Conservation of Natural Resources." What is remarkable is that the DEIS nowhere actually compares its proposed cleanup standards to the actual Ecological Receptor Risk Based Screening Levels (EcoRBSLs), established by DTSC in the SRAM. When one does so, the results are stark: the cleanup levels proposed by DOE exceed the EcoRBSLs by orders of magnitude. In other words, in the guise of protecting natural resources, DOE proposes to leave behind, uncleaned up, toxic materials at levels far in excess of the levels considered a risk to biological species.

Here are a few examples (the more detailed analysis is in the attached spreadsheet).

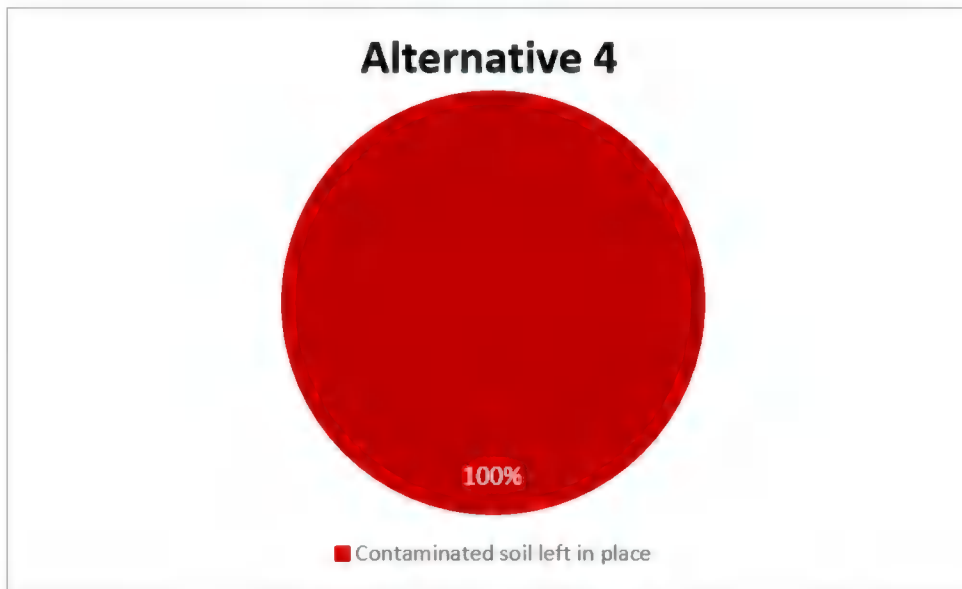
DOE Proposed Cleanup Level in EIS, Supposed Suburban Residential RBSL VS. ECO RBSL

Chemical	DOE Proposed Cleanup Level in EIS, Supposed Suburban Residential RBSL (mg/kg)	ECO RBSL (mg/kg)	How much more of each chemical does DOE propose to leave? (Compared to ECO RBSL)
Mercury	16.8	0.1	168 times more
Bis(2-ethylhexyl)phthalate	173	0.32	540.6 times more
Silver	230	.99	232 times more
Perchlorate	53.3	0.5	106.6 times more
Pyrene	1,650	1.2	1375 times more
Acenaphthene	3,230	1.1	2,936 times more

<sup>81</sup> See December 2015 letter by Supervisor Kuehl, Councilmember Englander, and then-Senator Pavley to DTSC Director Lee.

<sup>82</sup> See Boeing risk assessments for Subarea 5/9 South, at [http://www.dtsc.ca.gov/SiteCleanup/Santa\\_Susana\\_Field\\_Lab/ssfl\\_document\\_library.cfm](http://www.dtsc.ca.gov/SiteCleanup/Santa_Susana_Field_Lab/ssfl_document_library.cfm)

#### 4. Alternative 4 – the “No Action Alternative”



This is an alternative for analysis purposes required in NEPA. However, in this case, it is little different than Alternatives 2 and 3, which would take no action for cleanup of the great majority of the contamination.

#### D. Groundwater

The 2007 Consent Order requires cleanup of the chemically contaminated groundwater, with the permanent remedy in place by 2017. The 2010 AOC included radioactive contamination in groundwater to be also remediated, via the 2007 Consent Order, by the same deadline. We are now in 2017 and no permanent remedy is in place. Instead, in the DEIS, DOE now says it is considering just leaving in place the contamination and hoping for natural attenuation over time. Furthermore, the plume from SSFL has already migrated offsite. The groundwater must be cleaned up, and there is no plan put forward in the DEIS to do so.

#### E. Building Demolition and Disposal

The AOC covers cleanup of all soil at SSFL to local background and defines soil as including structures, debris, and anthropogenic materials.<sup>83</sup> All buildings and the debris from dismantling them are therefore covered. The cleanup to background is to a

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<sup>83</sup> AOC, p.p. 4-5.

“not to exceed standard,” with averaging prohibited.<sup>84</sup> And all waste above background must be disposed of in a licensed low level radioactive waste (LLRW) disposal site or authorized LLRW disposal facility at a DOE site.<sup>85</sup>

The DEIS is unclear as to whether DOE intends to comply fully with these requirements. At p. 2-46 of the DEIS, DOE asserts that “materials from buildings with a radiological history would be managed as radioactive waste for disposal purposes unless they can be suitable for free release. Free-released debris and free-released hazardous debris do not exhibit radioactivity above background levels.” However, DOE is silent on whether it would average contamination, either within a part of a building or over part of the debris, or would comply with the prohibition on averaging and the requirement for treating as contaminated any samples that exceed background. DOE is also silent as to how background for buildings will be determined. Will the values be taken from other buildings at SSFL, which could also be contaminated? Furthermore, the AOC requires EPA to set the background values.<sup>86</sup>

Additionally, DOE states in the DEIS that it will declare as non-radioactive, and dispose of as such, all wastes from any structure that it does not know to have a “radioactive history.”<sup>87</sup> However, such process knowledge extending over half a century or more is quite imperfect and unreliable. Furthermore, even if buildings weren’t explicitly used for radioactive work, they were located in areas where there is radioactive contamination. Contamination clearly wasn’t limited to the interior of buildings where radioactive work was done; there were extensive releases, which is why so much soil is contaminated. There is no basis to assume that either the outsides or insides of these buildings are clean; they should be thoroughly surveyed, and only to the extent that no radioactivity above background is found, should they be allowed to be disposed of as other than LLRW.

Finally, DOE elsewhere in the DEIS (p. D-1) appears to contradict the claim at p. 2-46 that buildings will be considered “free released” only if they are free of radioactivity above background. At p. D-1, however, DOE says “For a building to be free released, it must meet the conditions of DOE Order 458.1, *Radiation Protection of the Public and Environment*, which limits doses to the public from DOE activities to either 25 millirem per year (or as low as reasonably achievable) or requires the surface contamination levels to meet the default limits expressed in DOE Order 5400.5 (same title as DOE Order

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<sup>84</sup> “Residual concentrations “not to exceed” local background concentrations i.e., if during site survey efforts or during confirmatory sampling the levels of an constituent detected in a soil sample is above local background levels, step-outs will be taken to delineate the contamination and removed; soil above background will not be averaged with any other soil.” AOC Attachment B p. 3, ; see also Attachment C, “Confirmation Protocol ‘Not to Exceed’ Background Cleanup Standard.”

<sup>85</sup> AOC Attachment B p. 3.

<sup>86</sup> *id.*, p. 2.

<sup>87</sup> DEIS, p. 2-46.



458.1 and superseded by that Order) and U.S. Nuclear Commission [sic] Regulatory Guide 1.86, *Termination of Operating Licenses for Nuclear Reactors*.”

This statement raises a number of concerns. It would appear to contradict the commitment at p. 2-46 that only buildings and debris that exhibit no radioactivity above background will be released, as set forth in the AOC. As indicated in the discussion of Alternative 3 above, 25 millirem per year, about a dozen chest X-rays annually, has long been declared by EPA to be non-protective and not allowed by EPA guidance, which DOE has committed in the 1995 Joint Policy to follow. Similarly, under both the AOC and the Joint Policy, other agency guidance such as Reg. Guide 1.86 (which would allow release far above background and outside the EPA risk range), is also not to be employed.<sup>88</sup> Risks from the Reg. Guide 1.86 levels are orders of magnitude higher than the one-in-a-million risk goal and above the upper end of EPA’s acceptable risk range, according to the EPA’s Building PRG calculator.<sup>89</sup> Furthermore, Reg. Guide 1.86 is more than four decades old, was issued by the AEC (which no longer even exists), was not designed to be based on health protection but rather on what hand-held detectors in the 1960s could readily detect, and has been withdrawn by the NRC as outmoded.<sup>90</sup>

However, the central issue is that to not clean up buildings to local background and to dispose of waste above background in other than LLRW<sup>91</sup> sites would violate the AOC. In one part of the DEIS, DOE appears to promise to comply with those requirements, but elsewhere questions are raised about that commitment. This should be clarified, making fully clear that the AOC requirements (cleanup to background, no averaging, disposal of everything above background in an LLRW site) will be strictly followed.

Finally, the DEIS only addresses radioactively contaminated buildings in Area IV that are owned by DOE and is silent about the demolition and disposal of radioactive buildings in the area that are owned by Boeing. Efforts to dismantle those radioactive buildings and send radioactive debris from them to non-LLRW sites resulted in a preliminary injunction still in effect.<sup>92</sup> The AOC covers all soil in Area IV and the NBZ.<sup>93</sup> Soil is, as indicated above, defined as including buildings and debris. DOE thus

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<sup>88</sup> See EPA Radiation Risk Q&A, *supra*.

<sup>89</sup> [https://epa-bprg.ornl.gov/cgi-bin/bprg\\_search](https://epa-bprg.ornl.gov/cgi-bin/bprg_search)

<sup>90</sup> *Release of Solid Materials at Licensed Facilities: Issues Paper, Scoping Process for Environmental Issues, and Notice of Public Meetings*; *Federal Register* / Vol. 64, No. 125 / Wednesday, June 30, 1999; see also 83 FR 53507, August 12, 2016, “Regulatory Guide Withdrawal.”

<sup>91</sup> We note that the DEIS, rather than using the term of art and the term used in the AOC, LLRW, refers instead to LLW. See e.g., DEIS p. 1-12. The proper term, LLRW, should be used throughout.

<sup>92</sup> Sacramento Superior Court, *Order After Hearing, Granting Preliminary Injunction*, Physicians for Social Responsibility et al. v. California Department of Toxic Substances Control et al., the Boeing Company real party in interest, December 11, 2013.

<sup>93</sup> AOC p.1, 5.

agreed to clean up all soil, as defined, in Area IV and NBZ, irrespective of who owned it or who contaminated it. Indeed, all of the contaminated land is owned by Boeing, but DOE is nonetheless responsible for its cleanup. Therefore there is no basis for the DEIS to exclude the cleanup to background of Area IV buildings and disposal of resulting debris above background at LLRW sites, no matter who might own the buildings.

#### F. Failure to Consider Transportation Options

DOE has worked energetically to inflate soil volume estimates and thus the estimated number of truck trips to try to scare people near the site into supporting DOE's efforts to get out of having to clean up the contamination it created.<sup>94</sup> The fact that for decades vast numbers of trucks hauled immensely more dangerous material to and from the site while it operated (e.g., high level radioactive waste/highly irradiated nuclear fuel/plutonium) is ignored.

DOE arbitrarily declined to consider transportation options such as the nearby rail line, the use of conveyor systems, or the use and potential upgrade of alternative vehicular routes that would pass few houses. It did so claiming to consider such options would delay the project, because it would require study and otherwise take time.<sup>95</sup> But DOE has had at least fifteen years, since it first did its Environmental Assessment, to address ways of avoiding truck impacts on neighborhoods if it wished to, and its refusal over all those years to take any step to consider alternatives is not defensible.

There are numerous routes off the site that would involve passing few if any homes.<sup>96</sup> None is considered in the DEIS. There are other methods of conveyance besides trucks, e.g., a conveyor system to a nearby rail line; DOE has refused to consider it.<sup>97</sup> There are rail lines within a mile or so of the site that could be reached without passing a single home<sup>98</sup>; DOE refuses to consider it, and instead, its only rail option is to truck the material 60 miles to Puente Hills to a rail depot that isn't even open yet.<sup>99</sup>

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<sup>94</sup> See the analysis by the Southern California Federation of Scientists (SCFS) of how the volumes estimates were inflated, submitted by SCFS March 21, 2014, during the scoping proceeding. With the exception of the soil fluffing matter, all of the concerns SCFS raised continue to be a problem with the soil volume (and thus truck trip) estimates.

<sup>95</sup> DEIS pp. 2-11,12.

<sup>96</sup> See, e.g., SSFL Transportation Options Taskforce, Preliminary Overview of Alternative Transportation Options for Santa Susana Field Laboratory Cleanup, August 7, 2014.

<sup>97</sup> *id.*

<sup>98</sup> *id.*

<sup>99</sup> DEIS p. H-10.





*railroad near SSFL*



*covered conveyor system*



*conveyor*

#### G. DOE Attack on the AOC It Executed

DOE raises several spurious issues in its attack on the agreement it signed. The first is that it is supposedly difficult to find clean fill that meets the LUT levels. But the data in the DEIS shows the Gillibrand fill meets all the requirements except with a minor exception for two constituents, which DOE itself says pose no risk, and where the measurements are identified as “J,” meaning there is no confidence in the concentration estimated. But in any case, as DOE concedes, the AOC says if there is any difficulty getting replacement soil that meets the LUT, DTSC and DOE will discuss it and DTSC will decide on the best fill available (which would appear readily to be the Gillibrand soil.) So that is a non-issue that doesn’t call into question the AOC, but in fact shows it has reasonable provisions that work.

Secondly, DOE disagrees with the LUT value for Total Petroleum Hydrocarbons (TPHs), saying it is hard to reliably detect TPHs at the LUT levels. But that is a decision for DTSC, which the AOC grants to DTSC, and DTSC has determined that labs can readily detect TPHs at the LUT value. If DOE can demonstrate that not to be the case, then DTSC can decide to change the LUT. DOE also asserts that some of the TPH detections may have been related to organic material not associated with SSFL pollution. But the report they cite actually indicates the organic contribution is just a few percent of the total measurement.<sup>100</sup> Again, that is a matter for their regulator, DTSC, not DOE. In any case, the TPH issue does not call into question the AOC. DOE estimates that of the 1.4 million cubic yards of contaminated soil, a total of 150,000 cubic yards has only TPHs, only PAHs, or TPHs and PAHs. Thus the soil contaminated with just TPH can’t explain 90% or more of the soil contamination at SSFL, which has other contaminants in it and must be cleaned up, irrespective of any question about TPHs.

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<sup>100</sup> Nelson, DEIS reference 300; the naturally occurring material is estimated at only 5-8% of the total reading.

Lastly, DOE asserts it may be difficult to demonstrate compliance with the LUT values because of the potential for some false readings as above background when they aren't. But DTSC, at EPA recommendation, set LUT values based on background that were very inflated, using a rare statistical test called Upper Simultaneous Limit (USL) that produces an extremely high confidence that a reading is indeed above background. It errs, unfortunately in many people's eyes, by guaranteeing soil that isn't above background isn't cleaned up, instead of erring by guaranteeing that soil that is contaminated is cleaned up. This issue was raised during the EPA radiation survey. EPA dismissed it as a non-issue and indeed it turned out to be when the data came in. Although measurements were made for scores of radionuclides, EPA found contamination for the radionuclides as expected, and didn't find false positives to be a problem. Again, this is a matter not in DOE's jurisdiction; it agreed in the AOC that DTSC would set the LUT values. And it is not timely, since the LUT values were established by DTSC years ago and DOE had every opportunity to comment then, and didn't.

In short, DOE in 2010 proposed and committed to the cleanup to background; nothing has changed technically. All that has changed is that the top leadership of the agency has changed, and the DEIS shows DOE is now trying to avoid complying with the legally binding AOC.

#### H. Flawed Risk Assessment and Cost-Benefit Analysis

Because DOE used Risk Based Screening Levels that are thousands of times higher (less protective) than the true RBSLs approved by DTSC in the SRAM and by EPA in its PRG calculator, all risk estimates and the entire cost-benefit analysis are completely erroneous. By improperly averaging, leaving out nearly 90% of the toxic chemicals found at the site, failing to even analyze for the ecological RBSLs, and using the wrong human health RBSLs, all of the conclusions are without basis. Accurately performed risk estimates and cost-benefit analyses would show that the promised AOC cleanup is essential. But in any case, the risk assessment and cost-benefit analyses are irrelevant, because DOE is bound by the AOC requirement to clean up to background.

#### Conclusion

DOE has a clear obligation, having contaminated SSFL through its failure to follow proper environmental procedures, to clean the site up fully, as required by the AOCs; to do so by the deadlines agreed to; and to mitigate impacts such as trucks hauling away contaminated material by a careful development of alternative transportation options in an EIS. Instead, DOE has dragged its feet for years since the AOCs were issued, not only missing the deadline for completion of the cleanup, but not even beginning it. And now in a severely flawed DEIS, the federal agency flouts the authority of the California state agency charged with overseeing this important cleanup by proposing to breach the cleanup agreement it signed and instead leave the great majority of the contamination in place.

The public that resides in the area surrounding the site will be placed at continued and perpetual risk if DOE continues on this course. We call this day for extensive revision of the DEIS so that it is fully in compliance with the AOC and DOE's commitments for a complete cleanup of the contamination for which it is responsible.<sup>101</sup>

*for contact: LANRDCCBGcomments@gmail.com*

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<sup>101</sup> In so doing, we call attention to the resolutions passed by the Los Angeles County Board of Supervisors, the Ventura County Board of Supervisors, and the Los Angeles City Council all similarly calling on DOE to alter the DEIS so that it is fully in compliance with the AOC requirements. Copies are enclosed.

*We acknowledge the technical contributions to this analysis provided by the Program on Environmental and Nuclear Policy at the University of California, Santa Cruz.*



December 7, 2017

Secretary Matthew Rodriquez  
California Environmental Protection Agency  
1001 I Street  
Sacramento CA 95812

Director Barbara Lee  
California Department of Toxic Substances Control  
1001 I Street  
Sacramento CA 95812

Re: *Comments on the Draft Program Environmental Impact Report and Draft Program Management Plan for the Santa Susana Field Laboratory*

Dear Secretary Rodriquez and Director Lee:

Thank you for the opportunity to comment on the September 2017 Draft Program Environmental Impact Report (PEIR) for remediation of contamination at the Santa Susana Field Laboratory (SSFL). We object to the approval of the project as currently proposed based on various deficiencies in the PEIR described here and in other submitted comments.

**Background – A Highly Contaminated Site With Half a Million People Living Nearby**

SSFL is one of the most contaminated sites in the state.<sup>1</sup> Over the years, the site maintained ten nuclear reactors, a plutonium fuel fabrication facility, a “hot lab” for disassembling highly irradiated nuclear fuel, and open-air “burn pits” where radioactively and chemically contaminated items were burned. The poor environmental and safety practices of the Responsible Parties [the Department of Energy (DOE), NASA, and Boeing] and their predecessors resulted in numerous releases and spills on the site which subsequently

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<sup>1</sup> The PEIR (p. 2-1) indicates that the cleanup of SSFL is in part pursuant to State Superfund law, which is for the most contaminated sites in the state.



contaminated soil, groundwater, and surface water with radioactivity and toxic chemicals, as well as numerous buildings. Examples of poor practices and negligence included a partial meltdown in one reactor; three others had accidents; radioactive fires occurred in the hot lab, and decades of open burning of contaminated items.<sup>2</sup> Tens of thousands of rocket tests and associated activities further contributed to widespread contamination with highly toxic substances such as polychlorinated biphenyls (PCBs), dioxins and furans, metals, perchlorate, and volatile and semi-volatile organic compounds.<sup>3</sup>

SSFL was established 70 years ago and was supposed to be a remote field lab for work too dangerous to conduct near populated areas. However, over the decades the nearby population mushroomed so that there are now more than 150,000 people living within 5 miles of the site and more than half a million people living within 10 miles.

Federally funded studies found significant increases in death rates from key cancers among previous SSFL workers associated with occupational exposures(s).<sup>4</sup> Additionally, studies have measured offsite migration of pollutants at concentrations in excess of U.S. Environmental Protection Agency (USEPA) levels of concerns, with a greater than 60 percent higher incidence of key cancers among people living near SSFL than those living further away.<sup>5</sup> Because SSFL is located in hills overlooking the City of Los Angeles and other populated areas below, the contamination migrates downgradient, where neighboring communities can be exposed. Cleanup of the contamination source is therefore critical. However, the Responsible Parties have had a history of resisting those cleanup obligations.

#### NRDC, City of Los Angeles, CBG v. DOE Lawsuit Blocked DOE's Prior Attempt to Walk Away from Cleaning Up Most of the Contamination

The Responsible Parties have had a history of resisting previous cleanup obligations. Fifteen years ago, DOE proposed cleanup standards for SSFL that would have left the great majority of the contamination not cleaned up. The City of Los Angeles, the Natural Resources Defense Council (NRDC), and the Committee to Bridge the Gap (CBG) filed a lawsuit in U.S. District Court, challenging the legality of DOE's actions under the National Environmental Policy Act (NEPA), 42 U.S.C. §4321, *et seq.* In 2007, in an Order highly critical of DOE,

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<sup>2</sup> HydroGeoLogic, Final Historical Site Assessment, Santa Susana Field Laboratory Site, Area IV Radiological Study, October 2012, prepared for US EPA

<sup>3</sup> Draft PEIR §2.2.2, Figure 3-5

<sup>4</sup> Morgenstern, Froines, Ritz, & Young, UCLA School of Public Health, Epidemiologic Study to Determine Possible Adverse Effects to Rocketdyne/Atomics International Workers from Exposure to Ionizing Radiation June 1997; and, same authors, Epidemiologic Study to Determine Possible Adverse Effects to Rocketdyne/Atomics International Workers from Exposure to Selected Chemicals, January 1999

<sup>5</sup> Yoram Cohen et al., Center for Environmental Risk Reduction, UCLA, The Potential for Offsite Exposures Associated with Santa Susana Field Laboratory, Ventura County, California, February 2, 2006; and Hal Morgenstern et al., Cancer Incidence in the Community Surrounding the Rocketdyne Facility in Southern California, February 2007; both prepared under contract to the federal Agency for Toxic Substances and Disease Registry

Federal District Judge Samuel Conti, granted summary judgment for the plaintiffs and against DOE.

In 2010, DOE, NASA, and the California Department of Toxic Substances Control (DTSC) executed Administrative Orders on Consent (AOC), legally binding agreements requiring the cleanup of contaminated soil (including the buildings) to background, i.e., to the condition it was in before being polluted. In 2010, DTSC committed that Boeing would be required to clean up its portion of the property to background concentrations so as to be safe for all land use designations allowed under the Ventura County General Plan.

As per the 2007 Consent Order and 2010 AOCs, the soil cleanups were to be completed by 2017. However, *2017 is nearly over and the promised cleanup not only has not been completed, it has not yet even begun.*

#### The 2017 Draft PEIR Breaches DTSC's Cleanup Commitments

The project description states that the primary objective of the proposed project is to implement the 2007 Consent Order and the 2010 AOCs. The Draft PEIR for the SSFL site cleanup, however, is at odds in numerous respects with this stated primary project objective and DTSC's longstanding commitments in the orders. These defects taint the entire PEIR from the proposed project description and analysis, to the selection and analysis of project alternatives, to the proposed mitigation. Examples are:

1. The AOCs bar consideration of "leave in place" alternatives.
  - a. Yet, in the Draft PEIR, DTSC proposes to leave in place large amounts of contamination in the hope that over long periods of time concentrations would "naturally attenuate."
  - b. DTSC also proposes to leave in place large amounts of contamination based on biological and cultural considerations that appear to go far beyond the tightly delimited exemptions allowed in the AOCs. Proposing to exempt contaminated areas from cleanup for supposed biological reasons would have a contrary effect – allowing biological receptors to be damaged by radioactive and toxic chemical contamination at levels well above concentrations DTSC has already determined to cause adverse effects. It is the failure to clean up the contamination that would place those ecological receptors at risk, yet the Draft PEIR fails to analyze those risks and proposes cleanup levels and cleanup exemptions that would allow exposures far above the level DTSC itself has determined would put them at risk.
2. For the Boeing-controlled areas, DTSC had stated in 2010 that its normal procedures applicable to all cleanups required a cleanup so that all of the land uses allowed by local zoning and General Plan designations would be safe; DTSC noted that those designations for SSFL allow a wide range of suburban residential and rural residential/agricultural uses, the latter of which is the most protective standard; and that cleanup to that standard would be equivalent to the cleanup-to-background standard of the AOCs.

a. However, in the Draft PEIR, DTSC does not propose cleanup to any of these promised standards, and indeed, removes each of them from even consideration. In the Draft PEIR, DTSC declares that the cleanup required will be less rigorous than that required by the AOCs; it removes from consideration cleanup to background; and it does not even mention or in any fashion consider cleanup to the promised rural residential/agricultural standards.

b. Both Boeing and DTSC had long promised that the cleanup of the Boeing-controlled portion of SSFL would at least be to a suburban residential standard, so that the people living nearby would be reassured as to their safety. That standard, which includes risks from consumption of fruit and vegetables from a backyard garden, was established in the Standardized Risk Assessment Methodology (SRAM) prepared by Boeing and approved by DTSC, as the SRAM-based suburban residential garden standard.

- i. However, in the Draft PEIR, DTSC removes from consideration its own SRAM-based suburban residential garden standard and instead asserts that it will only consider cleanup to levels that are more than 25 times less protective. Elsewhere in the Draft PEIR, even weaker standards are put forward, approximately 60 times less protective than DTSC's official SRAM-based suburban residential standard. This would leave the great majority of contamination not cleaned up.
- ii. Furthermore, Boeing has recently announced it is reversing its longstanding promise to a suburban residential standard at all and wants to instead use a recreational standard, even weaker than the extremely lax cleanup levels being considered in the Draft PEIR, that would relieve them of cleaning up virtually any of the contamination.

3. The AOCs require cleanup of all structures, anthropogenic materials, and debris to background and that all wastes with radioactivity above background be disposed of in offsite licensed/authorized Low Level Radioactive Waste disposal facilities. However, in the Draft PEIR, DTSC ignores these requirements and says buildings in the SSFL areas controlled by the AOCs can be demolished and disposed of without DTSC approval and the debris sent to recyclers and disposal sites not licensed or authorized for Low Level Radioactive Waste.

The Draft PEIR is deficient in other ways, including:

4. A draft Environmental Impact Report has at its core the requirement for full disclosure of what project is being proposed, the alternatives, and the proposed mitigation. These requirements under CEQA facilitate the statute's informational role and are to allow the public, not involved in the preparation of the draft document, to understand and consider meaningfully the environmental issues raised by the proposed project. These requirements have not been met by the PEIR. DTSC is years late in issuing the Draft PEIR. It has had plenty of time to include the true program proposal. There is no good reason why what is actually being contemplated and the alternatives to be considered are not specified and properly evaluated in the Draft PEIR. For example,

a. DTSC states in the Draft PEIR that it intends to allow an unspecified amount of soil at unspecified locations that is contaminated with unspecified concentrations of unspecified contaminants to "naturally attenuate" over unspecified times based on unspecified mechanisms of attenuation according to unspecified sources.



b. DTSC additionally says in the Draft PEIR that it intends to allow an unspecified amount of soil at unspecified locations that is contaminated with unspecified concentrations of unspecified contaminants to be exempted for unspecified purported biological or cultural reasons with no attempt to even try to demonstrate how that would comply with the very narrow exemptions allowed in the AOCs.

c. Furthermore, DTSC states that the actual amount of contamination it will consider allowing Boeing to avoid cleaning up will not be disclosed until after finalization of the Draft PEIR, nor will the alternative amounts it will choose from be disclosed in the Draft PEIR. Additionally, the Draft PEIR does not disclose how much contamination is in the Boeing areas, so there is no way to precisely assess how much contamination is being contemplated to not be cleaned up.

d. Particularly troubling is that DTSC has failed to make publicly available the documents referenced in the Draft PEIR as forming the basis for assertions and conclusions therein, making it impossible to meaningfully comment on the Draft PEIR and to ascertain the validity of many of the Draft PEIR claims.

5. An EIR also has as its core the requirement for a thorough examination of the environmental impacts of the alternatives being considered, including the No Action Alternative. However, this Draft PEIR contains hundreds of pages identifying the purported negative impacts of cleaning up contamination at SSFL, but essentially no analysis of the environmental impacts of not cleaning up part or all of it. There is basically no review of the environmental impacts of the radioactive and toxic chemical contamination and the impacts that would ensue were DTSC to break its commitment to a full cleanup. As such, the Draft PEIR becomes not a genuine environmental review but instead a kind of advocacy, attacking the very commitments DTSC had made without a word about the impacts were it to break those promises to remediate the pollution. This results in the extraordinary claim in the Draft PEIR that the environmentally superior alternative is the No Action Alternative, because it supposedly involves no environmental impacts. That assertion is baseless, and can only be made because DTSC failed altogether to analyze any impact from the contamination that is what led to the need for cleanup in the first place.

6. DTSC argues for not requiring the full cleanup it had promised in the AOCs in part based on generalized assertions about protecting biological features, despite the fact that the AOCs already have carefully tailored provisions for such protection, which DTSC now appears to intend to go far beyond. However, DTSC fails in the Draft PEIR to consider impacts on plants and animals from the contamination that DTSC now is contemplating not cleaning up. DTSC has Ecological Risk-Based Screening Levels (EcoRBSLs) for the contaminants at SSFL, levels set to determine what levels one needs to bring concentrations down to in order to protect ecological receptors such as birds, mammals, and various plants. The Draft PEIR needs to use the invertebrate, plant, and Ecological Low TRV-Based RBSLs.

7. The Draft PEIR simply repeats, without critical review, soil volume estimates by DOE and NASA that grossly inflate the actual volume of contaminated soil. At the same time, the Draft PEIR accepts soil volume estimates by Boeing that grossly underestimate the amount of contaminated soil it should clean up.

8. Much of the Draft PEIR appears to be an attempt to inflate the impacts of cleaning up while trivializing the risks of abandoning in perpetuity significant amounts of radioactive and chemical contamination.

9. The Draft PEIR fails to identify and meaningfully evaluate reasonable alternative methods of contaminated soil conveyance and routes, including direct site to rail conveyance and other options including the use of fire roads and routes with less impact to residents and reduced traffic impact. Instead, straw men are put forward and rejected. The Draft PEIR is also silent about the harm from the toxic and radioactive pollution but spends many pages about the inconvenience from the trucks needed to transport the contaminated soil for disposal. Transportation alternatives, including alternative routes and means of conveyance that could reduce truck impacts, are not seriously examined.

#### Draft Program Management Plan

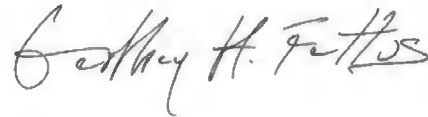
The Draft Program Management Plan is deficient in that it provides very little detail as to what is actually proposed regarding cleanup and defers to a post-PEIR, post-CEQA phase most identification of actual cleanup proposals.

#### Conclusion

The Draft PEIR is deficient in that it violates longstanding DTSC commitments for a full cleanup, is not clear in its disclosure of the proposed remediation, and does not address the negative ecological and human health impacts from exposure to the contamination itself and which would occur were the promised full cleanup not to occur. What DTSC appears to be contemplating is to leave in place the great majority of the contamination.

The public that resides in the area surrounding the site will be at continued and perpetual risk if DTSC continues on this course. CEQA also requires that the long term protection of the environment must be the guiding criterion in public decisions. Because the Draft PEIR is so fundamentally and basically inadequate and conclusory in nature, meaningful public review and comment have been precluded. We therefore request extensive revision and recirculation of the Draft PEIR, and careful selection of a responsible remediation approach that is fully in compliance with the DTSC's previous commitments for a complete cleanup of the SSFL contamination.

Sincerely,



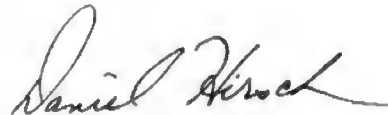
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President  
Committee to Bridge the Gap  
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cc: John Laird, Secretary, California Natural Resources Agency  
Councilman Mitchell Englander, City Council District 12, City of Los Angeles



May 21, 2019

Mr. Vince Bertoni  
General Manager  
Planning Department  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, 90012

Dear Mr. Bertoni,

We appreciated our recent conversation with your staff, where we were able to get an update on the Department's progress in establishing its registration system and administrative guidelines. With less than six weeks until the ordinance is expected to take effect, I am writing to restate our concerns with the City's progress in that endeavor. Thousands of Angelenos will be impacted by this new home sharing law, yet there has been no clarity on how the registration system will work, what will be required of hosts to comply, or a timeline of when the Department intends to release these details.

Over the last few months, both in person and in letters sent on February 26th to you and Mr. Ross (see attached), and again in a letter sent to your staff on April 12, we have raised a series of questions and concerns regarding the creation of the City's home sharing registration system. However, those concerns have yet to be addressed.

Most importantly, as we expressed again to your staff this week, we need the City to make its proposed administrative guidelines for the home sharing policy publicly available. We have requested a copy of the proposed guidelines on multiple occasions, but have not received a copy of any proposal, though it is our understanding that we may receive some information about this matter later this week. These guidelines are critical because they should clearly define what will be required of hosts to register, including all needed documents and fees, and windows of time to comply. In turn, these requirements should inform the design of the registration process and online registration portal - which should also be released with enough time for hosts to fully understand how to use it and for the City to work out any kinks. Finally, we strongly recommend that the City create a clear description of the systems and other security measures that the City will establish to protect the privacy of hosts who could be asked to upload sensitive, personal information. It remains unclear how a registration system can be in

development - and ready for hosts to access by July 1 - absent the administrative guidelines underpinning it, particularly given that the guidelines are subject to City Council approval and may be subject to change. As you know, on December 4, 2018, the City Council directed DCP to report back on these guidelines 60 days prior to the commencement of full implementation of the ordinance.

We appreciate the City Council's recent action requiring a public demonstration of the City's online registration and monitoring system before full implementation of the ordinance. This recent action also requires that the Department publicly release a "robust public education campaign" for hosts, neighbors and platforms, to ensure that residents fully understand the City's new rules. Further, it requires a plan to phase in the registration of nearly 30,000 short term rental hosts throughout the City. These requirements will help bring needed transparency to the registration process, and help provide protections for hosts who should be afforded time to understand the new rules. However, at the current pace, we are concerned that these actions will not be completed in time for a July 1 implementation of the ordinance, putting thousands of our hosts at risk for a chaotic registration process and potentially unfair enforcement actions.

Finally, we have discussed with your staff a draft platform agreement that includes terms that will help guide the ways in which we will work together to meet the City's goals. We stand ready to continue this important conversation as soon as possible. Adding to the urgency is the upcoming July 31, 2019 expiration of our Voluntary Collection Agreement (VCA) with the City, which to date has allowed us to collect and remit nearly \$124 million in transient occupancy taxes since it was put in place in August of 2016. It is important that a platform agreement (which also needs City Council approval) or some other VCA-replacement agreement be in place by July 31 to avoid a potential lapse in tax collection and, in turn, potential budgetary impacts to the City.

We remain committed to working with the City and continue to offer our support and expertise as you work to finalize this system and administrative guidelines, and look forward to hearing more about your progress in the coming weeks.

Thank you again for your work and efforts. We look forward to continuing our work together to establish an effective short-term rental system in the City of Los Angeles.

Sincerely,

A handwritten signature in black ink, appearing to read "John Choi". The signature is fluid and cursive, with the first name "John" and last name "Choi" clearly distinguishable.

John Choi

Policy Manager, Los Angeles

CC: Honorable Mayor Eric Garcetti  
The Honorable Members of the Los Angeles City Council  
Amy Brothers, Deputy City Attorney



April 12, 2019

Mr. Matthew Glesne  
Housing Planner  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, 90012

Dear Mr. Glesne,

Thank you for taking the time to meet with us last week. We look forward to working with you in the weeks ahead on the City's Home Sharing Ordinance and its Administrative Guidelines.

At the same time, as we expressed in our meeting, we are concerned about the City's progress in establishing a registration system for implementation of the Home Sharing Ordinance. The questions that we asked in our meeting were many of the same that we raised in our letter dated February 26th to Mr. Bertoni and Mr. Ross (see attached).

As we shared in our meeting, we have worked with numerous jurisdictions in establishing short-term rental registration systems. Each city has experienced significant challenges with setting up working systems, even while most of these cities have been significantly smaller than Los Angeles. One recent example is the City of Seattle. Despite adopting its short-term rental ordinance in December 2017, Seattle has been working on administrative regulations and its online registration system since then and just last week extended the compliance period an additional four months due to technical challenges. I trust that we share a mutual goal of seeing Los Angeles's system rolled out in a way that is effective and well-organized.

One of the most critical learnings we shared in our meeting is the importance of adequately testing registration systems before public launch in order to address the complex mix of administrative, technical, and educational challenges that inevitably arise from the introduction of new systems and rules. As we stated in the meeting, if there is a benefit to having the city's technical team meet with our product teams, we would be happy to facilitate that discussion.

With fewer than 90 days before the effective date of the Home Sharing Ordinance, there is a lack of clarity about the rules and requirements that will define how the registration system works. Without detailed rules to define the process, it is impossible for Airbnb to begin educating our host community about their obligations. Since a high level of compliance is the ultimate goal, the more information that is provided to the hosts the better. Consequently, ensuring that sufficient time is provided both to inform the hosts of the process and to allow them adequate time to register is critical. We look forward to hearing more about the process at the earliest time you are able to share it.

Thank you again for your time last week and we hope to continue collaborating as partners on an approach to effective short-term rental rules in the City of Los Angeles.

Sincerely,

A handwritten signature in black ink, appearing to read "John Choi". The signature is fluid and cursive, with the first name "John" and last name "Choi" clearly distinguishable.

John Choi  
Policy Manager, Los Angeles

CC: The Honorable Herb Wesson, President, Los Angeles, City Council  
The Honorable Marqueece Harris-Dawson, Chair, PLUM  
Amy Brothers, Deputy City Attorney





February 26, 2019

Mr. Vincent Bertoni  
Director of Planning  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012-2601

Mr. Ted Ross  
General Manager, Information Technology Agency  
City of Los Angeles  
200 N. Main Street, #1400  
Los Angeles, CA 90012-2601

Dear Mr. Bertoni and Mr. Ross:

Over the last five years, Airbnb has worked with dozens of cities across the country and around the globe to develop and implement new rules around home sharing. While the needs of every city -- and thus the resulting new rules -- are unique to each locality, we have learned a number of important lessons through our work.

First, on behalf of our host community, we appreciate the work your respective teams are doing to be prepared for the new home sharing rules taking effect on July 1, 2019. We know developing these systems can be complex and challenging, and thank you for your commitment.

Second, we remain committed to being a good partner with the city throughout this entire process. To that end, we have asked our technical teams to evaluate the rules as written and provide guidance on some of the challenges that may arise.

We hope that you may consider the following questions and comments as you develop these systems:

1. To develop an understandable and navigable registration system, a critical first step is the development of clear administrative regulations and implementation guidelines to guide the process. For example, it is not possible to technically develop an application process without first determining what information and documentation applicants will need to submit and in what form.
2. If we build a portal to apply through our platform, we would also need to determine how to securely remit this information back to you, on what cadence, and help you build a technical integration to securely receive this data. Finally, we would need to have a thorough understanding of the end-to-end process in order to inform our hosts what to expect as part of this registration process. We look forward to partnering with the City and providing whatever assistance we can share in the development of the guidelines and regulations.
3. Moreover, for applicants to have adequate time to digest the requirements and ultimately register their listings, it would seem necessary to have the registration system tested and operational no later than May 1 to allow for at least a 60-day registration period (though we would recommend a longer registration window). If the City is planning on hosting any part of this registration system (e.g., payments collection, business license, etc.) those would also need to be operational before the 5/1 date so that hosts would not be blocked by those steps.
4. If applicants can register through a third party, how will registration fees be paid?
5. How is proof of payment provided to the City during the registration process?
6. Given the requirements for proving primary residence, we have found it important that potential registrants be provided with clear direction on the types of documents they would be required to provide during the process, and how to provide that information to the city.
7. What expectation will the City provide to applicants for how long the application review process will take? When will that notification occur? Additionally, it has been our experience that to increase compliance, residents should be given adequate and repeated notice as to when the registration process begins and what is required.
8. In other jurisdictions, different applicants have been asked to register at staggered times over a number of months in great part to avoid overwhelming the City's systems with numerous registrants at once. Is this a consideration, or will there be one deadline? In nearly all cities that have put in place registration systems, the vast majority of hosts have registered at the last minute.
9. Will hosts be able to rent their listing while their application is pending, and if so, how will they indicate on their listing that their application is pending?
10. Will the city set up a separate flow in its online system for appeals of rejected applications?

We would appreciate the time to engage with the correct teams within the City to discuss these issues. Moreover, as noted, we believe it would be beneficial to have our technical teams coordinate with City's IT staff when appropriate.

Sincerely,

A handwritten signature in black ink, appearing to read "John Choi". The signature is fluid and cursive, with the first name "John" and last name "Choi" clearly distinguishable.

John Choi  
Head of Policy, Los Angeles

Cc: The Honorable Herb Wesson, President, Los Angeles City Council  
The Honorable Marqueece Harris-Dawson, Chair, PLUM

**DEPARTMENT OF  
CITY PLANNING**

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COMMISSION OFFICE  
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VICE-PRESIDENT

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HELEN LEUNG  
KAREN MACK  
MARC MITCHELL

VERONICA PADILLA-CAMPOS  
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ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

INFORMATION  
<http://planning.lacity.org>

Decision Date: May 30, 2019

Appeal End Date: June 10, 2019

Santa Susana Estates, LLC (O/A)  
11766 Wilshire Boulevard, Suite 820  
Los Angeles, CA 90025

Erik Pfahler (R)  
Santa Susana Estates, LLC  
11766 Wilshire Boulevard, Suite 820  
Los Angeles, CA 90025

Re: VTT-74478  
10811 and 10921 North Old Santa Susana Pass  
Road  
Chatsworth-Porter Ranch Community Plan Area  
Zone : A2-1 and OS-1XL  
D.M. : 210-B-101  
C.D. : 12 – Smith  
CEQA : ENV-2016-3175-MND  
Legal Description: Arb 4, 6, 22, and 37; Lot PT SE 1/4  
SEC 12 T2N R17W

In accordance with provisions of Section 17.03 A, 17.06, and 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency adopts Mitigated Negative Declaration ENV-2016-3175-MND as the environmental clearance and the Mitigation Monitoring Program, and approves Vesting Tentative Tract No. 74478, located at 10811 – 10921 North Old Santa Susana Pass Road, for a maximum **19 single-family lots and private streets**, as shown on **revised map stamp-dated August 24, 2018**, in the Chatsworth-Porter Ranch Community Plan. This unit density is based on the proposed RA-1-K Zone of 17,500 square-feet per lot. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property.) For an appointment or if you have any questions, please call Public Counter staff at (213) 482-7077, (310) 231-2901 or (818) 374-5050. The Advisory Agency's approval is subject to the following conditions:

**NOTE** on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

**BUREAU OF ENGINEERING - SPECIFIC CONDITIONS**

*Any questions regarding this report should be directed to Mr. Georgic Avanesian or Julia Li of the Land Development Section, located at 201 North Figueroa Street, Suite 290, or by calling (213) 808-8431 or 808-8588.*

1. That minimum 40-foot wide private street easements be provided for the proposed private street Calle Milagros and Private Street "A", including a 15-foot radius property easement returns at the intersection with Old Santa Susana Pass all on alignments satisfactory to Valley District Engineering Office.
2. That a minimum 51-foot wide private street easement be provided for the proposed private street Bee Canyon Road, including 15-foot radius property easement returns at the intersection with Calle Milagros and Private Street "A", all on alignments satisfactory to Valley District Engineering Office.
3. That sanitary sewer easement be dedicated full-width of the proposed private streets.
4. That the private street easement be part of the adjoining parcels.
5. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary easements for ingress, egress and public facilities over the private street area for all the lots within this tentative tract map and all the lots within the Tract No. 62958 upon the sale of the subdivision and they will maintain the private street, free and clear of obstructions and in a safe condition for vehicular use at all times.
6. That a Covenant and Agreement be recorded stating that private street will be posted in a manner prescribed in Section 18.07 of the Los Angeles Municipal Code (LAMC) "Private Street Regulations".
7. That Private Street name be approved and be shown on the final map prior to the recordation of the final map satisfactory to the City Engineer.
8. That Los Angeles County Public Works review and approve the vesting tentative tract regarding any private drainage discharge to the Santa Susana Creek including any necessary permits to use the existing bridge connecting two portions of the proposed Lot 19.
9. That all necessary private street easement documents shared with this tentative tract and with the lots 1,2,3,4 and 5 of the Tract No. 62958 be reviewed by the surveying division prior to the recordation of the final map.
10. That proposed Lot No. 19 be allowed to apply for septic tank Satisfactory to the Building & Safety Grading Division.

**Note:** No public sewer connection is available for Lot 19. In the event an on-site Wastewater Treatment System is not approved the construction of mainline and house connection with suitable easement will be required prior to recordation of the final map.

11. That Farralone Avenue (Private Street) adjoining proposed Lot No.19 not be shown on the final map.
12. That a Covenant & Agreement be recorded stating: "that Lot No.19 will take legal and physical access including the vehicular access only from Bee Canyon Road (Private Street)

"Farralone Avenue is not approved as private street as part of this subdivision. For the purpose of address and Building Permits Lot No.19 shall have no frontage on the proposed private street Farralone Avenue.

#### **DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION**

*Grading Division approvals are conducted at 221 North Figueroa Street, 12<sup>th</sup> Floor suite 1200. The approval of this Tract Map shall not be construed as having been based upon a geological investigation such as will authorize the issuance of the building permit of the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.*

13. That prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Geology and Soils Report Approval dated October 4, 2016, Log No. 94873 and attached to the case file for Tract No. 74478.

#### **DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION**

*An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.*

14. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
  - a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
  - b. Provide a copy of CPC case CPC-2016-3174-ZC. Show compliance with all the conditions/requirements of the CPC case as applicable.
  - c. Zone Change must be recorded prior to obtaining Zoning clearance. Show compliance with Proposed Zone lot area and lot width requirements.
  - d. Proposed building envelope area for Lots 5, 14-16 does not comply with maximum Residential Floor Area requirement for proposed RA-1 Zone (20% net lot area or 5,000 sf. whichever is greater for the Guaranteed Minimum RFA requirement). Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.
  - e. Proposed building envelope area for Lots 18-19 does not comply with BHO requirement for proposed RA-1 Zone (13% net lot area for the Guaranteed Minimum RFA requirement). Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.
  - f. Obtain private street approval for vehicular access outside of tract boundary for Proposed Lots 10, 11, 12, 13 and 14.

- g. Private Street shall comply with both Fire Department and Bureau of Engineering conditions.
- h. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).

Notes:

This property is located in a Liquefaction Zone.

Shall comply with Equine Keeping in the City of Los Angeles per ZI-2438 during plan check.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

## DEPARTMENT OF TRANSPORTATION

*If you have any questions, you may contact Brandon Wilson at (818) 374-4691 or at [Brandon.Wilson@lacity.org](mailto:Brandon.Wilson@lacity.org).*

- 15. That prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:
  - a. A driveway apron width of W=26 feet is required for single family residential sites taking direct access to a 3 car garage and a driveway apron width of W=18 feet is required for all other single family residential sites with direct street access.
  - b. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.
  - c. That the subdivision report fee and condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

## FIRE DEPARTMENT

*The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (818) 374-4351. You should advise any consultant representing you of this requirement as well.*

16. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
- a. Submittal of plot plans for Fire Department review and approval prior to recordation of Tract Map Action.
  - b. This project is located in the very high fire hazard severity zone and shall comply with requirements set forth in the City of Los Angeles Municipal Code 57.25.01.
  - c. Mitigating measures shall be considered. These measures shall include, but not be limited to the following: Boxed-in eaves, Single pane, double thickness (minimum 1/8" thickness) or insulated windows, Non-wood siding, Exposed wooden members shall be two inches nominal thickness, Noncombustible finishes.
  - d. Irrigated and managed greenbelts around the perimeter of all structures for a distance of 100 feet shall be considered as a buffer between the brush and the proposed project.
  - e. All landscaping shall use fire-resistant plants and materials. A list of such plants is available from the Fire Department.
  - f. All homes shall have noncombustible roofs. (Non-wood)
  - g. The brush in the area adjacent to the proposed development shall be cleared or thinned periodically by the homeowner's Association under supervision to the Los Angeles City Fire Department in order to reduce the risk of brush fires spreading to the homes.
  - h. Access for Fire Department apparatus and personnel to and into all structures shall be required.
  - i. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - j. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
  - k. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
  - l. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
  - m. Submit plot plans indicating access road and turning area for Fire Department approval.
  - n. Private streets shall be recorded as Private Streets, AND Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.



- o. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
- p. Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.
- q. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
- r. Standard cut-corners will be used on all turns.
- s. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- t. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- u. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- v. Private roadways for general access use shall have a minimum width of 20 feet.
- w. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- x. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

#### **DEPARTMENT OF WATER AND POWER**

*Questions regarding WSO clearance should be directed to the Los Angeles Department of Water and Power, Water Distribution Engineering, P.O. Box 51111, Room 1425, Los Angeles, CA 90051-5700 or (213) 367-1275.*

- 17. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

#### **BUREAU OF STREET LIGHTING**

*Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office, see Condition S-3.(c) where applicable.*

- 18. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

**BUREAU OF SANITATION**

*Questions regarding the Wastewater Collection Systems Division of the Bureau of Sanitation clearance should be directed to Edgar Morales at (323) 342-6041.*

19. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found potential problems to their structure or potential maintenance problem, as stated in the memo dated December 1, 2016. There are easements contained within the property and any proposed development in close proximity to the easements must secure Department of Public Works approval. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

**INFORMATION TECHNOLOGY AGENCY**

20. To assure that cable television facilities will be installed in the same manner as other required improvements, please email [cabletv.ita@lacity.org](mailto:cabletv.ita@lacity.org) that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

**DEPARTMENT OF RECREATION AND PARKS**

*Park fees are paid at 221 N. Figueroa St. Suite 400, Los Angeles, CA 90012-0328. Please contact Park Fees staff at (213) 202-2682 for any questions or comments, at your convenience.*

21. That the Park Fee paid to the Department of Recreation and Parks be calculated as a Quimby Fee based on the RA Zone.

**URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING**

22. Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as designated by LAMC Ordinance No. 177,404, for approval by the Department of City Planning and the Urban Forestry Division of the Bureau of Street Services.

A minimum of 4 trees (a minimum of 48 inch box in size if available) shall be planted for each one that is removed. The canopy of the protected trees planted shall be in proportion to the canopies of the protected trees removed per Ordinance No. 177,404, and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the Advisory Agency.

Note: All protected tree removals must be approved by the Board of Public Works. Contact: Urban Forestry Division at: 213-847-3077.

**DEPARTMENT OF CITY PLANNING - SITE SPECIFIC CONDITIONS**

*Clearances may be conducted at the Figueroa, Valley, or West Los Angeles Development Services Centers. To clear conditions, an appointment is required, and can be requested at [planning.lacity.org](http://planning.lacity.org).*

23. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- a. **Use.** Limit the proposed development to a maximum of 19 single-family dwelling lots.
  - b. **Parking.** Provide a minimum of 2 covered off-street parking spaces per dwelling unit. Lots with less than 50 feet frontage shall have one guest parking provided on site.
  - c. **Private Street – Pedestrian Improvements.** The map shall be revised to provide a 5 foot sidewalk along the northern side of Calle Milagros, a 5 foot sidewalk along both sides of Bee Canyon Road, and a 5 foot sidewalk along both sides of A Street.
  - d. **Private Gates.** No security gates shall be permitted within the private streets or along the Old Santa Susana Pass Road frontage.
  - e. **Landscape Buffer.** The walls along Old Santa Susana Pass Road shall be set back 5 feet in order to provide a landscape buffer which will soften the appearance of the wall. Trees shall be planted within this buffer, at least one (1) tree every 35 linear feet. Shrubbery, climbing plants, vines, green walls, or berms shall also be used to soften the appearance of the wall.
  - f. **Wilson House Visibility and Wall Limitations.** As the historic Wilson House is oriented towards Old Santa Susana Pass Road, a break in the solid wall shall be provided along the Old Santa Susana Pass Road frontage, such that the historic front façade (east elevation) and front yard remain open to the street. Walls may be constructed out from the corners of the Wilson House, but shall not obscure views of the historic structure's front elevation.
  - g. **Equine Trail Gates.** No gates shall be permitted within the Public Equestrian trails to limit access to the public.
  - h. **Utility locations.** The subdivider shall submit a plot plan for approval by the Development Services Center of the Department of City Planning showing the location of any utilities (transformers, fire hydrants, etc.), to ensure utilities are not located within the required Public Equestrian trails.
  - i. **Low Impact Development.** Best Management Practices (BMPs) shall prioritize in-ground infiltration such as bioswales, as feasible, as opposed to planter boxes and rain gardens. Additionally, the associated LID plan shall be revised to utilize different methods of on-site stormwater water retention on Lots 14 – 18 to ensure that that retention methods do not conflict with equestrian access to the equine keeping areas at the rear of the abovementioned lots.
  - j. **Landscape Materials.** Invasive, exotic plant species shall be prohibited as part of the landscape plan for the Project. The invasive plants to be prohibited from use in landscaping shall include any of the plant species rated as "High" or "Moderate" in the California Invasive Plant Inventory Database, which is maintained by the California Invasive Plant Council (Cal-IPC). This prohibition will be included in the Covenants, conditions and restrictions (CC&Rs) for future residents (*PDF-Bio-1*).

- k. **Tree Preservation Plan.** Prior to the issuance of any permits, a Tree Preservation Plan shall be submitted to the Valley Project Planning Bureau for review and approval, which identifies the protection of trees where no structure, driveway, or paved areas are required. At a minimum, the following trees shall be preserved as identified in the Tree Report dated November 6, 2018:

Trees #3-#5 – Coast Live Oak (39", 17.5"-20", and 35" Bases, Fair and Good Condition)  
 Tree #7-#8 – Northern California Walnut (8" and 20" Bases, Fair Condition)  
 Tree #9-#10 – Coast Live Oak (36" and 40" Bases, Fair Condition)  
 Tree #13 – Rubber Fig (9" Base, Fair Condition)  
 Tree #14 – Deodar Cedar (35" Base, Fair Condition)  
 Tree #18 – Ginkgo (12" Base, Good Condition)  
 Tree #21 – English Walnut (48" Base, Fair Condition)  
 Tree #32 – California Pepper (30" Base, Fair Condition)  
 Trees # 61-63 – Monterey Pine (18" Bases, Fair – Poor Condition)  
 Trees #64-65 – Coast Live Oak (6-10" and 15" Bases, Fair - Poor Condition)  
 Tree #67, #69, #70 – Coast Live Oak (10", 6", and 14" Bases, Fair Condition)  
 Tree #68 – California Pepper (22" Base, Fair Condition)  
 Tree #71 & #72 – Coast Live Oak (3"-4" and 70", Fair – Poor Condition)  
 Tree #75 – California Pepper (30" Base, Fair Condition)  
 Tree #77 – Coast Live Oak (16" Base, Fair Condition)  
 Tree #78 – Mexican Elderberry (16"-18" Base, Fair Condition)  
 Trees #80-#82 – California Pepper (16"-36", Fair – Poor Conditions)  
 Trees #84-#91 – California Pepper (8"-30" Bases, Fair – Poor Condition)  
 Trees #92-#101 – California Pepper (8"-20" Bases, Fair – Poor Condition)  
 Trees #102-#103 – Coast Live Oak (7" and 28" Bases, Fair Condition)  
 Tree #104 – Mexican Elderberry (20" Base, Poor Condition)  
 Tree #109 – Coast Live Oak (26" Base, Fair Condition)  
 Tree #110 – California Pepper (14" Base, Fair Condition)  
 Tree #112 – California Pepper (20" Base, Fair Condition)  
 Trees #124-#126 – Coast Live Oak (12-14" Bases, Fair Condition)  
 Tree #140 – California Pepper (15" Base, Fair Condition)  
 Tree #148 – California Pepper (8" Base, Fair Condition)

Trees which are removed shall be replaced with a 1:1 ratio with native tree species, such as the trees listed on the 'Native Plants for Heavy Soils' list from the Theodore Payne Foundation for Wild Flowers and Native Plants (<https://theodorepayne.org/learn/guides/>).

- l. That prior to issuance of a certificate of occupancy, a minimum 6-foot-high slumpstone or decorative masonry wall shall be constructed adjacent to neighboring residences, if no such wall already exists, except in required front yards.
- m. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
- n. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
24. Prior to the issuance of the building permit or the recordation of the final map, a copy of the Case No. CPC-2016-3174-ZC shall be submitted to the satisfaction of the Advisory Agency.

In the event that Case No. CPC-2016-3174-ZC is not approved, the subdivider shall submit a tract modification.

25. Prior to the issuance of the building permit or the recordation of the final map, the subdivider shall prepare and execute a separate Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

- a. **Public Equestrian Trails.** The following public equestrian trails shall be depicted on the Final Map and shall be constructed prior to the recordation of the map, or suitably guaranteed to the satisfaction of the City Engineer and Deputy Advisory Agency:

- i. **Southerly Trail.** A 12-foot wide easement along Bee Canyon Road, along the western side of Lots 6 and 13. A break in railing shall be provided halfway between A Street and Calle Milagros, in order to create a railing access point for equine access.
- ii. **Northerly Trail.** A 12-foot wide easement along Bee Canyon Road, along the western side of Lot 1. A gate, a minimum of four (4) feet in width, shall be provided along the westerly property line of Lot 1 in order to provide equestrian access to the trail from the rear portion of the yard. Said gate shall open inwards or shall slide open, so as not to obstruct the trail.

Horse trails shall be double-railed (unless there is a wall or fence on one side of the trail). Surface of the trail shall be of decomposed granite or some other suitable material, satisfactory to the City Engineer, and shall be free and clear of any changes in grade or surface level that may impact safety. Railings shall be at least 4 feet high with 10-foot wide clearance between the railings and openings as necessary per equestrian trail standards of the City Engineer.

- b. **Equestrian Crosswalks.** The following equestrian crosswalks shall be depicted on the Final Map and shall be constructed prior to the recordation of the map, or suitably guaranteed to the satisfaction of the City Engineer and Deputy Advisory Agency:

- i. **A Street.** A crosswalk shall be constructed within A Street to align the northerly and southerly portions of the public equestrian trail.
- ii. **Bee Canyon Road.** A midblock crosswalk shall be constructed within Bee Canyon Road, approximately halfway between A Street and Calle Millagros, to connect the westerly and easterly sides of Bee Canyon Road and to allow Lots 16 and 17 to access the public trail through the railing access point (Condition No 25.a.ii.).
- iii. **Calle Milagros.** A crosswalk shall be constructed within Calle Milagros to align the southerly portion of the public equestrian trail with the existing trail to the south.

Crosswalks shall be at least six (6) feet in width and shall utilize high-visibility crosswalk patterns (i.e. ladder, continental, diagonal marking, etc.), which shall be kept in good condition. The crosswalk pattern shall be painted, and plastic or epoxy materials shall be avoided, as these materials create a slick surface inconsistent with equestrian safety. Parking shall be restricted along private streets for a

distance of 20 feet from the edge of the crosswalk, to provide for better visibility, or as determined by DOT. Curb ramps shall be constructed and shall align with the placement of crosswalks.

Horse signage shall be installed at each of the crosswalk locations, on both sides of the road, and shall be equipped with Rapid Flashing Beacons which are manually activated through a signal actuator at pedestrian height with a second signal actuator button for the equestrian user (at 6 feet above ground).

- c. **Private Equestrian Trail.** The following private equestrian trail shall be depicted on the Final Map and shall be constructed prior to the recordation of the map, or suitably guaranteed to the satisfaction of the City Engineer and Deputy Advisory Agency:

- i. A 5-foot wide easement to be provided along the rear property lines of Lots 6-13, in order to construct a 10-foot wide private trail which provides access from the rear horse keeping facilities to the southern portion of the Bee Canyon trail.

Horse trails shall be double-railed (with a wall or fence on each side of the trail). Surface of the trail shall be of decomposed granite or some other suitable material, satisfactory to the City Engineer, and shall be free and clear of any changes in grade or surface level that may impact safety. As the private trails are located at the rear of Lots 6-13, the walls shall be 6-feet in height and a gate shall be provided at the rear of each property to provide access to horsekeeping facilities. The minimum width of the gate shall be 4 feet. Clearance of at least 10 feet shall be preserved for the private equestrian trails.

- d. **Equine Keeping.** A minimum 2,000 square foot contiguous area at least 24 feet in width at all points shall be permanently set aside in addition to the useable pad for each residential lot excluding side yards. It shall remain free and clear of all residences and permanent structures, shall be graded to permit quick and adequate drainage and shall be in conformance with the provisions of Section 13.05 (or 12.21.C5(a)) of the Los Angeles Municipal Code (LAMC).

Only landscaping, open and roofed unenclosed (except for structural supports) patio uses and a swimming pool shall be permitted to encroach into this area, and only if an area 12 by 24 feet is retained as an equine stable area or horse corral, and if an area 12 by 12 feet is also retained for storage, preferably covered.

Both the 2,000 square foot level area and the 12 by 24 feet equine stable area shall be a minimum of 35 feet from any habitable room on this and neighboring property in the "K" district (75 feet in a non-"K" district).

A 10-foot unobstructed vehicular access path to the corral shall be reserved to be located on the same side as the driveway and a curb cut shall be provided for the vehicular access path in order to allow trailer access to the property. Trees and shrubs shall not be located within this vehicular access path area.

26. **Note to City Zoning Engineer and Plan Check.** The Advisory Agency has approved the following variations from the Los Angeles Municipal Code (LAMC) as it applies to this subdivision and the proposed development on the site.

- a. The tract map is required to conform to the 'K' Equinekeeping District requested under zone change Case No. CPC-2016-3174-ZC.
  - b. EQUINE FACILITIES, RELIEF FROM YARDS
    - i. The equine keeping facilities for lots 6-13 may utilize a five (5) foot rear yard setback from the interior trail wall, in order to construct the rear private trail, and will be ten (10) feet from the property line.
27. Covenants, conditions and restrictions (CC&R's) for all lots shall include a notice to all buyers and future buyers that no habitable room may be built in a "K" district within 35 feet (75 feet from neighbors in a non "K" district) of the equine keeping structure (where horse is provided food and water). Further, that the provisions of Ordinance No. 157,144, which became effective on November 22, 1982, regulates the keeping of horses both in and out of "K" equine keeping districts. The ordinance imposes certain requirements on the location of new structures and gives owners of horses being kept on adjacent lots other rights. The application of this ordinance to specific projects should be verified with the Department of Building and Safety prior to applying for building permits. The keeping of animals, including horses, shall not be prohibited by the covenants, conditions and restrictions. (Covenant and Agreement).
28. A Homeowners Association shall be established and charged with the management and maintenance of all common areas, equestrian trails, including enclosure rails and fence, within the tract and on the front of the project along any City or private street. **The HOA shall be prohibited from constructing any gates within the public trail easement to limit access.** This requirement shall be included in the CC&R's, a copy of which shall be given to the Advisory Agency for placement in the Tract file. Each owner shall automatically become a member of the association and each dwelling unit shall automatically be subject to a charge for a proportionate share of the cost of maintenance of the common property. The Association shall not be permitted to disband without the written approval of the Advisory Agency (Covenant and Agreement).
29. That a Covenant and Agreement be recorded stating that the subdivider will provide additional private easement along westerly Bee Canyon Road, in addition to the private street easement, for landscaping purposes.
30. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.



- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

#### **DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES**

31. That prior to recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770 and Exhibit CP-6770. M) in a manner satisfactory to the Planning Department requiring the subdivider to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by the following Mitigation Condition and Project Design Feature Nos. of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-



construction, construction, post construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.

32. Prior to the recordation of the final map, the subdivider will prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

MM-AES-1 Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

PDF-Bio-1 Invasive, exotic plant species shall be prohibited as part of the landscape plan for the Project. The invasive plants to be prohibited from use in landscaping shall include any of the plant species rated as "High" or "Moderate" in the California Invasive Plant Inventory Database, which is maintained by the California Invasive Plant Council (Cal-IPC). This prohibition will be included in the CC&Rs for future residents

PDF-Bio-2 To avoid any incidental construction-related impacts to the potential jurisdictional channel, a solid, temporary barrier (e.g., a silt fence or equivalent) shall be installed and maintained just outside the top of the channel bank prior to the start of construction activities.

MM-Bio-1 When feasible, any proposed clearing and grubbing of vegetation within the project limits and the generation of nuisance noise during construction activities should occur after September 15 and prior to March 15, which would be outside the typical breeding season (i.e., March 15–September 15) for most birds. If avoidance of this breeding season is not feasible, a nesting bird survey should be conducted by a qualified biologist within 2 to 3 days prior to any vegetation clearing activities to ensure that birds are not engaged in active nesting within 100 ft of the work area. If nesting birds are discovered during this survey, the biologist will identify an appropriate setback, or buffer (i.e., up to 500 ft depending on the circumstances and specific bird species) where no construction activities or other disturbances are allowed to occur until after the birds have fledged or otherwise abandoned the nest. The adverse effects of lighting on wildlife can be avoided provided the construction activities associated with the project occur during daylight hours. However, if construction must occur during nighttime hours, the amount of lighting used should be minimized and localized as much as is feasible. This temporary impact is unlikely to result in a significant impact to nocturnal wildlife in the area. If additional lighting is to be installed in the work area, this lighting should be directed downward and should not be directed outward toward any adjacent open space areas.

MM-Bio-2 To avoid potential direct mortality to flightless young bats, tree trimming/removal activities associated with the Project shall be conducted outside the recognized bat maternity season, which occurs from April 1 through August 31 in southern California. This period also coincides with the bird nesting season of February 15 through September 1. If trees must be trimmed or removed during the bat maternity season referred to above, a preconstruction bat survey of those trees shall be conducted within 2 to 3 days prior to the trimming or removal. If any bat roosting is detected, no tree removal or trimming activities shall occur within 100 feet of the roosting location until the bats have completed their roosting activities.

- MM-Bio-3 To avoid potential direct mortality to roosting bats, the attic spaces of the various houses shall be examined for the presence of bats within 2 to 3 days prior to demolition of those structures. These attic spaces are the only sites identified within structures throughout the study area that could potentially support maternity roosting by large numbers of bats. If maternity-roosting bats are found, a humane eviction and exclusion shall be performed outside of the recognized bat maternity season (April 1–August 31 in southern California) to prevent potential direct impacts to roosting bats, including flightless young, and that alternate roosting structures (e.g., “bat houses”) be installed to mitigate for the loss of habitat. However, unless bats are found roosting within the attic spaces of the various residences, no extensive loss of bat day-roosting habitat is anticipated from the removal of structures within the study area.
- MM-Bio-4 To avoid any potential adverse impacts to burrowing owls that may unexpectedly show up on site, a focused survey of the study area is recommended within 3 days of the start of construction activities. If no burrowing owls are found, construction can proceed immediately. If this species is present, a qualified biologist shall be present during construction activities to monitor the work and flush any birds out of the project area to ensure they are adequately protected.
- MM-Bio-5 Non-Protected Significant Trees shall be replaced on a one-to-one (1:1) ratio to the satisfaction of the City of Los Angeles. Protected Significant Trees shall be replaced on a four-to-one 4:1 ratio to the satisfaction of the Urban Forestry Division.
- MM-Cultural-1 The Wilson House shall be protected by cyclone-fencing, K-rails, plywood window coverings, or other means, to create a buffer from the accidental intrusion of construction equipment onto, or near, the Wilson House property. The exterior character-defining features of the Wilson House shall also be protected during tree trimming and removal activities, and future construction activities on the lot. Any damage that may occur to the Wilson House from construction or maintenance activities, shall be repaired in accordance with The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, & Reconstructing Historic Buildings (Kay D. Weeks and Anne E. Grimmer, revised 2017) under the supervision of a qualified Historic Architect or Architectural Historian (with experience in preparing repair and rehabilitation plans.)
- MM-Cultural-2 The Wilson House shall not be substantially altered or demolished, and that the resource shall retain its eligibility for listing in the in the National Register, California Register, and as a Monument. The recommended mitigation measures may avoid adverse impacts by not materially altering those physical characteristics and aspects of integrity that convey the buildings historic significance and architecture. If the recommended mitigation measure is adopted, the Project shall not have a significant effect on the historical property. The Wilson House shall be rehabilitated to serve its original use as a single family residence. Project proponents intend to use the Wilson House as a single-family residence and under CEQA they are required to follow The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating,

Restoring, & Reconstructing Historic Buildings (Kay D. Weeks and Anne E. Grimmer, revised 2017.) Project proponents shall retain the services of a qualified Historic Architect or Architectural Historian (with experience in preparing rehabilitation plans) to assist in the future use and function of the building.

MM-Cultural-3 Prior to grading, a professional Archaeologist shall be retained to observe excavations on the property for the presence of archaeological materials. Prior to grading, the areas to be monitored will be determined from consultation with the grading contractor during the pre-grade meeting. All artifacts discovered at the development site shall be inventoried and analyzed by the Project Archaeologist. If any artifacts of Native American origin are discovered, the Property Owner/Developer and Project Archaeologist shall notify the City of Los Angeles Planning Department and the appropriate local Native American tribe identified by the Native American Heritage Commission. The significance of Native American resources shall be evaluated in accordance with the provisions of the California Environmental Quality Act (CEQA) and shall consider the religious beliefs, customs, and practices of the tribe. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared in a manner for curation, and the Project Archaeologist shall deliver the materials to an accredited curation facility approved by the City of Los Angeles within a reasonable amount of time. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation or returned to the Property Owner/Developer, as deemed appropriate. Once ground-altering activities have ceased or the Project Archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Los Angeles Planning Department. A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Los Angeles Planning Department, shall signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the South Central Coastal Information Center (SCCIC).

MM-Cultural-4 If any paleontological resources (e.g., plant or animal fossils) are encountered before or during grading, the Property Owner/Developer shall retain a qualified Paleontologist to evaluate unanticipated discoveries and to take appropriate measures to protect or preserve them for study. The Paleontologist shall submit a report of findings that will also provide specific recommendations regarding further measures (i.e., paleontological monitoring) that may be appropriate. Where monitoring is appropriate, the program must include, but not be limited to, the following measures: Assign a Paleontological Monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full time during earth-disturbing activities. Divert earth-disturbing activities away from the immediate area of the discovery until the Paleontological Monitor has completed salvage. If construction personnel make the discovery, the

grading contractor shall immediately divert construction and notify the Paleontological Monitor of the find. Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate repository. Prepare and submit a technical report describing the identification, salvage, evaluation, and treatment of all fossils discovered during grading to the City of Los Angeles. Transfer collected specimens with a copy of the report to the depository.

- PDF-Noise-1 A noise barrier with a minimum height of 6 ft above ground will be implemented along the perimeter of the outdoor active use areas, such as backyards, associated with the three front-row dwelling units along Topanga Canyon Boulevard/Santa Susana Avenue.
- PDF-Noise-2 Mechanical ventilation systems such as air conditioning are required for all proposed residential dwelling units.
- PDF-Noise-3 Building façade upgrades such as double-paned windows with a minimum STC rating of 30 are required for the three front-row dwelling units along Topanga Canyon Boulevard/Santa Susana Avenue.
- MM-Noise-1 The construction contractor shall conduct construction activities outside of the prohibited hours of construction specified in Section 41.40 of the Los Angeles Municipal Code, which prohibits construction activity (including demolition) and repair work where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling, hotel, apartment, or other place of residence between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday, unless the Board of Police Commissioners has authorized such use. All such activities are also prohibited on Sundays and all federal holidays.
- MM-Noise-2 A minimum temporary construction barrier height of 14-foot (ft) high perimeter wall shall be placed along the northern, southern, and western construction boundary such that the line-of-sight from ground-level construction equipment and sensitive receptors would be blocked and to achieve a sound level reduction of at least 13 dBA. The construction barrier may be any material that has a minimum Sound Transmission Class (STC) rating of 28. All noise barrier material types are acoustically effective if they meet this minimum STC rating. This barrier could include heavy-duty materials such as vinyl-coated polyester (VCP).
- MM-Noise-3 During all project site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- MM-Noise-4 The project contractor shall place all stationary construction equipment so that emitted noise is directed away from the most sensitive receptors nearest the project site whenever feasible.
- MM-Noise-5 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and most noise-sensitive receptors nearest the project site during all project construction whenever feasible.

- PDF-Police-1 Public Services (Police – Demolition/Construction Sites). Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.
- PDF-Police-2 Upon completion of the Project, the Devonshire Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.
- PDF-Traffic-1 A Construction Traffic/Management Plan will be submitted to LADOT for review and approval. The bulk of the work will be conducted on site. However, if temporary lane closures were needed it would require Street Services approval. Existing access for the site would be maintained for construction access. Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.
- MM-Tribal-1 Prior to commencing any ground disturbance activities including excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, auguring, backfilling, blasting, stripping topsoil or a similar activity at the project site, the Applicant, or its successor, shall retain and pay for archeological monitors, determined by the City's Office of Historic Resources to be qualified to identify subsurface tribal cultural resources. The archeological monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological monitor shall be assigned to each location where the ground disturbance activities are occurring. Prior to the commencement of any ground disturbance activities at the project site, the Applicant, or its successor, shall notify any California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project that ground disturbance activities are about to commence and invite the tribes to observe the ground disturbance activities, if the tribes wish to monitor. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the qualified archeologist, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below: 1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning, Office of Historic Resources. 2. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. 3. The

Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, or its successor, reasonably concludes that the tribe's recommendations are reasonable and feasible. 4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation. 5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation. 6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by a qualified archaeologist and determined to be reasonable and appropriate. 7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above. 8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File. 9. Notwithstanding paragraph 8 above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and shall comply with the City's AB 52 Confidentiality Protocols.

PDF-Utilities-1 Wastewater Service. Prior to the development of a new building, the capacity of the on-site sanitary sewers that would serve the building shall be evaluated based on applicable Bureau of Sanitation and California Plumbing Code standards and replacement or new sanitary sewers shall be installed on-site as necessary to accommodate proposed flows. As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and

operation phases. If the public sewer has insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity. If street closures for construction are required, the Project applicant shall coordinate with LADOT on a traffic control plan and have flagmen to facilitate traffic flow and safety.

PDF-Utilities-2Water Service. New on-site water mains and laterals would be installed in accordance with City Plumbing Code requirements, where necessary, to distribute water within the Project Site. As part of the building permit process, the Project Applicant shall confirm with the LADWP Water Service Organization (WSO) that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases. If the water infrastructure has insufficient capacity, then the Project Applicant shall be required to build water lines to a point in the system with sufficient capacity. If street closures for construction are required, the Project applicant shall coordinate with LADOT on a traffic control plan.

#### **DEPARTMENT OF CITY PLANNING - STANDARD SINGLE-FAMILY CONDITIONS**

SF-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. If models are constructed under this tract approval, the following conditions shall apply:

1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Development Services Center of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.
2. All other conditions applying to Model Dwellings under Section 12.22 A, 10 and 11 and Section 17.05 O of the Los Angeles Municipal Code (LAMC) shall be fully complied with satisfactory to the Department of Building and Safety.

SF-2. That a landscape plan, prepared by a licensed landscape architect, be submitted to and approved by the Advisory Agency in accordance with CP-6730 prior to obtaining any grading or building permits before the recordation of the final map. The landscape plan shall identify tree replacement on a 1:1 basis by a minimum of 24-inch box trees for the unavoidable loss of desirable trees on the site.

- A. All efforts shall be made to preserve protected tree species.
- B. Walls along Old Santa Susana Pass Road shall be set back 5 feet, in order to provide a landscape buffer to soften the appearance of the wall facing Old Santa Susana Pass Road. Shrubbery, climbing plants, vines, green walls, or berms shall be used to soften the appearance of the wall. Trees shall also be planted within this buffer, at least one tree planted every 35 linear feet.
- C. At least one tree shall be located within each front yard and rear yard. Efforts shall be made to locate additional trees along southern elevations, to maximize passive cooling of the residences.
- D. Replacement trees shall not be placed within areas identified as 'Vehicle Access Paths', as designated on the Tract Map.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

**BUREAU OF ENGINEERING - STANDARD CONDITIONS**

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
- (k) That no public street grade exceeds 15%.
- (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 2010.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.



- (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.
- (1) Construct new street lights: three (3) on Old Santa Susana Pass Road.

Notes:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering condition S-3 (i), requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division ((213) 847-3077) upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.

- (i) That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:
  - (1) After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, construction of public/or private drainage facilities within suitable easements may be required satisfactory to the Valley District Engineering.
  - (2) Improve the Old Santa Susana Pass Road adjoining the tract by the construction of a new concrete curb, concrete gutter and a 5-foot wide concrete sidewalk adjacent to property line, and landscaping of the parkway including any necessary removal and reconstruction of existing improvements all satisfactory to the City Engineer Office.
  - (3) Improve the proposed private street Calle Milagros and private street "A" by the construction of the following:
    - a. Concrete curbs, concrete gutters, and 5-foot concrete sidewalks. That the 5-foot sidewalk along Calle Milagros be located along the northly side.
    - b. Suitable surfacing to join the existing pavement and to complete 30-foot full-roadways.
    - c. Any necessary removal and reconstruction of the existing improvements.
    - d. The necessary transitions to join the existing improvement.

Minimum 20-foot roadways shall be provided on either sides of any median or guard house at the entrances of the private streets from the public streets.
  - (4) Improve the proposed private street Bee Canyon Road by the construction of the following:
    - a. Concrete curbs, concrete gutters, and 5-foot concrete sidewalks and landscaping of remaining adjoining westerly side.
    - b. Suitable surfacing to join the existing pavement and to complete a 38-foot full-roadways.
    - c. Any necessary removal and reconstruction of the existing improvements.
    - d. The necessary transitions to join the existing improvement.
  - (5) Construct mainline and house connection sewers to serve the development.

**NOTES:**

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units. This vesting map

does not constitute approval of any variations from the Municipal Code, unless approved specifically for this project under separate conditions.

Any removal of the existing street trees shall require Board of Public Works approval.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05-N of the Los Angeles Municipal Code (LAMC).

The final map must be recorded within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

### **FINDINGS OF FACT**

#### **FINDINGS OF FACT (CEQA)**

Mitigated Negative Declaration, Case No. ENV-2016-3175-MND, was prepared for the project and circulated on January 17, 2019. Potential negative impacts could occur from the project's implementation due to:

- Aesthetics;
- Biological Resources;
- Cultural Resources;
- Noise; and
- Tribal Cultural Resources.

Public agencies, organizations, and the public in general were afforded the opportunity to review the Draft Subsequent MND and submit written comments regarding the Draft Subsequent MND during the public review period, in accordance with Section 15073 of the CEQA Guidelines. The public review period ended on February 6, 2019. By the end of the public review period, the City of Los Angeles had received one letter commenting on the Draft MND.

Commenting Individual – Jeannie Plumb, February 1, 2019

The individual commented on the tract design, namely that the proposed alignment of the trail within the interior of the property does not link lots 14 – 19 to the proposed public trail, that the public trail does not link lots 6-9 to the trail, and it is unclear whether the vehicular access for lots 10-13 are composed of paving or decomposed granite. She also notes that the conceptual LID rain gardens at the rear of some lots would interfere with trail access for those lots. She asserts that the current design is not in keeping with the intent of the RA-K zone and that the tract map layout does not provide the distance from 'habitable rooms' to horse keeping structures.

The Deputy Advisory Agency (DAA) found, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including Mitigated Negative Declaration (MND), Case No. ENV-2016-3175-MND, as circulated on January 17, 2019, and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the

project will have a significant effect on the environment; found the MND reflects the independent judgement and analysis of the City; found the mitigation measures have been made enforceable conditions on the project; and adopted the MND and the Mitigation Monitoring Program prepared for the MND.

The Deputy Advisory Agency, adopts Mitigated Negative Declaration No. ENV-2016-3175-MND, reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of Condition No. 32 of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatorily subject to existing City ordinances, (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, etc.) which are specifically intended to mitigate such potential impacts on all projects.

In accordance with Section 21081.6 of the Public Resources Code (AB3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by requiring reporting and monitoring as specified in Condition No. 31.

### **FINDINGS OF FACT (SUBDIVISION MAP ACT)**

In connection with the approval of Vesting Tentative Tract No. 74478 the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) **THE PROPOSED MAP WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

The City of Los Angeles **General Plan** is a comprehensive, long-range vision for the development of the City through the declaration of purposes, policies, and programs. The General Plan consists of the Framework Element, and various Elements (Land Use, Air Quality, Health, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Mobility, Noise, Open Space and Conservation, Public Facilities and Services, Safety, and Urban Form and Neighborhood Design). Within these Elements are various plans and documents which are incorporated by reference, for example, the Public Facilities and Services Element incorporates the Major equestrian and Hiking Trails Plan, the Public Libraries Plan, the Public Recreation Plan, and the Public Schools Plan.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives and policies relevant to the instant request:

Goal 3B      Preservation of the City's stable single-family residential neighborhoods

Objective 3.5      Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.

- Policy 3.5.5 Require new development in special use neighborhoods such as water-oriented, rural/agricultural and equestrian communities to maintain their predominant and distinguishing characteristics.
- Goal 6A An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.
- Objective 6.2 Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.
- Policy 6.2.2. Protect and expand equestrian resources, where feasible, and maintain safe links in major public open space areas such as Hansen Dam, Sepulveda Basin, Griffith Park, and the San Gabriel, Santa Monica, Santa Susanna Mountains and the Simi Hills.
- a. Maintain the equestrian facilities on publicly owned lands, such as Hansen Dam and the Los Angeles Equestrian Center.
  - b. Preserve, where feasible, the "Horsekeeping Supplemental Use District" ("K" District), with links to major open areas.
  - c. Support the policies and objectives of the Rim of the Valley Trail Corridor Master Plan, the Urban Greenways Plan, and the Major Equestrian and Hiking Trails Plan (and all amendments) as a foundation for promoting and maintaining a trail system within the City.

The Project consists of the subdivision of an 11.92 acre site into nineteen (19) single-family lots. The project requires the demolition of six (6) dwellings and various unattached garages, sheds, stables, and open sided structures. One existing dwelling, (the 'Wilson House'), will be preserved and a detached garage will be constructed for the resident. Private streets, walls, and a public horse trail will be constructed for the subdivision. The site is currently unoccupied but previously functioned as a cluster of single-family dwellings with accessory agricultural uses. The map, as conditioned, is consistent with the above mentioned objectives and policies, in that the area will be maintained as a single-family neighborhood, the scale is compatible with the character of the existing development to the south, the subdivision has been conditioned to require areas set aside for equestrian uses (consistent with the surrounding equestrian community), and the subdivision is designed to provide a public equestrian trail along Bee Canyon Road (to connect to a larger regional trail).

The **Mobility Element** (renamed the Mobility Plan 2035) was adopted on September 7, 2016 and provides the policy foundation for achieving a transportation system that balances the needs of all road users and incorporates "complete streets" principles. The Mobility Plan 2035 also defines the Citywide policies regarding five goals – ensuring safe access for all users, a well-maintained and high-quality transportation system, a system which provides infrastructure for all mobility modes, a system wherein transportation data is shared collaboratively, and a system which promotes the health of community members and reduces impacts on the environment. The Mobility Plan 2035 includes the following goals, objectives and policies relevant to the instant request:

- Goal 1 Safety is at the foundation of a Complete Streets policy – to design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice. Safety consistently ranks as a top priority for many in the City of Los Angeles and is an important factor in creating livable neighborhoods. People want streets to be safe, stress-free places for all ages and all modes of travel. In terms of transportation, concerns for physical safety stem from traffic speeds, roadway conflict between different modes of travel, and infrastructure. Safety is a key issue when deciding whether to walk, bike, drive, or take transit.
- Policy 1.9 Recreational Trail Safety: Balance user needs on the City’s public recreational trails.
- Goal 2 World Class Infrastructure. Infrastructure is the physical underpinning of the City’s transportation system. In the City of Los Angeles, streets are our largest public asset and play a large role in defining the City’s character. A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices. This Plan establishes a Complete Streets Network of individual roads enhanced for a particular mode (pedestrians bicycles, transit, vehicles, trucks). It also focuses attention on the benefits of flexible design standards, needed future infrastructure improvements, and funding.
- Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
- Goal 3 A transportation system is only useful insofar as it is accessible and convenient.
- Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City’s transportation system.

As conditioned, the project is consistent with the Mobility Plan 2035’s goals which emphasize the importance of a safe and accessible transportation system.

As submitted, the map proposed gates at the entrance of the subdivision. At the hearing, the representative indicated that the site was difficult to secure, as they had been experiencing issues regarding homeless encampments. The representative noted that this was one reason they wanted gates at the subdivision entrances. Additionally, a letter was received from a neighbor who resides in the newly constructed subdivision south of the site, voicing their support for a gated community to discourage homeless encampments, illegal dumping, and littering. However, it is reasonable to assume that after the completion of the project that the land will be better maintained by the residents who will inhabit the properties and the common areas which will be maintained by the Home Owners Association (HOA). As such, gates will not be needed to discourage homeless encampments, illegal dumping, and littering, as the land will be actively inhabited and maintained. Staff conducted a site visit of the property and the surrounding neighborhood and indeed it did appear that homeless encampments, illegal dumping, and littering were occurring on the subject site

because it was vacant. Surrounding properties did not exhibit these same issues, as they are currently occupied and maintained. It is reasonable to assume that development of the site will discourage these activities from occurring in the future and therefore the gates are not needed for these purposes.

Moreover, the Chatsworth area is one of the safest communities in the City. The site is located in Reporting District 1721 of the Devonshire Division, and experienced 54 crimes in the 2018 calendar year, which is significantly less than the City average of 185 crimes per reporting district for the 2018 calendar year. As these gates are not needed to address crime, as this is one of the safer sections of the City, it is reasonable to deduce that the gates have been designed to create a 'closed' community and limit access. This is not in keeping with the Mobility Plan 2035 policies which encourage a connected network of streets to encourage pedestrian accessibility.

Construction of a gate at the entrance of the property would prevent existing neighbors from accessing their property - there are at least two properties which are accessed from the unimproved Bee Canyon Road which may be affected by the subdivision if access to the community were limited by gates. These two properties appear to be land-locked (APNs 2723005019 and 2723005036) and take access from Bee Canyon Road. According to aerial images provided in the Historic Resource Report (Figure 5, page 20), it appears that a dirt road has existed in that location since at least the late 1940s and it is reasonable to assume that these parcels were subdivided prior to the City's subdivision regulations, which were enacted in the 1960s. It is fairly common in older parts of the City that subdivisions of land occurred and were not improved with public streets and did not provide formal access through a public or private street. A letter was received from the property owner of APN 2723005019 (10945 Old Santa Susana Pass Road mailing address) and they noted their concern regarding access, among other issues. They indicated that they have easement rights over Calle Milagro and Bee Canyon Lane and indicated that in prior discussions with the applicant, they did not agree to gated access which would control access to their ranch. The City does not have copies of these referenced easements, and as such, it is presumed that these are private easements between private property owners, and not public easements. Regardless, it is not in the City's interest to allow the construction of gates on the subject property if it would deprive another resident unimpeded access to their property.

The project has been conditioned to prohibit gates at the entrance of the subdivision, in order to promote pedestrian and motorist accessibility, and to ensure that access to existing properties are not hampered; by including these conditions, the map is brought into consistency with the Mobility Plan 2035.

In regards to equine accessibility, as conditioned, a public equestrian trail must be constructed in order to provide a portion of the trail as identified in the General Plan and Community Plan. The applicant has designed their project in anticipation of a "K" Equinekeeping District overlay being applied (requiring various equestrian improvements) in conjunction with the zone change request from an A2 zone to an RA zone.

The Mobility Plan 2035 stresses safety is a key issue for users of a mobility system and that a transportation system should be accessible and convenient. As submitted, the map illustrates a public equestrian trail along Bee Canyon Road which connects to a public trail located to the south. An equestrian trail will be constructed and reserved through easement to the north, if the site redevelops and requires discretionary approval through the City. The map illustrates equine keeping pads on each proposed parcel, except for the historic site, and illustrates vehicular access paths from the equine keeping area to the driveway (presumably to allow trailer access).

However, the map as originally submitted did not illustrate safe paths of travel from the private properties to the public trail. As such, the only means of travel would be for private property owners to ride their horses in the street or atop the sidewalk. Riding in the street for significant distances would be unsafe, as it would create a roadway conflict between horses and vehicles. Riding atop the sidewalk would also be problematic, as it creates conflicts between horses and pedestrians and the surface materials are not inherently compatible – a sidewalk is normally constructed of concrete and is finished to be relatively smooth, to improve walkability. However, horse trails are normally constructed of decomposed granite or other fine materials, as pavements and hardened materials offer poor traction for horseshoes and increase the risk of a fall. Additionally, sidewalks are usually utilized for the placement of public utilities (water, power, etc.) which is not problematic for pedestrians, as people can walk around these obstructions, but is more difficult for horses.

After the Deputy Advisory Agency (DAA) hearing on March 26, 2019, based on the community input at the hearing, the applicant provided a revised site plan illustrating a plan for equestrian access from each of the proposed properties to the public trail. It is a compromise which creates private trails for a portion of the site and makes modifications to the proposed public trail to provide reduced distances from private properties to the public trail. The applicant proposes:

Lot 1, along the northern portion of the site, will have a gate installed along the westerly side yard wall (to open inwards or slide open so as not to obstruct the trail), in order to provide access from the equestrian pad to the northern portion of the Bee Canyon Road public trail. Staff has incorporated this design into the approval of the project and has further conditioned to require that the gate be a minimum of four (4) feet in width (Condition No. 25.a.ii.).

Lots 6-13, along the southeast portion of the site, will set aside five (5) feet along the rear of each property and will be improved in order to create a ten (10) foot private trail, to connect private properties to the southern portion of the Bee Canyon Road public trail. Gates will be located along this private trail in order to provide direct access from the equestrian pads to the private trail. Staff has incorporated this design into the approval of the project and has further conditioned that the trail will be enclosed with six (6) foot high slumpstone or decorative masonry wall. The gates providing access to rear yards shall be a minimum four (4) feet in width (per Condition Nos. 23.I. and 25.c. respectively). Condition of approval No. 26 is a note to the Plan Check and City Zoning Engineer to approve a reduced rear yard setback of five (5) feet for the equestrian facilities on lots 6-13, as measured from the equestrian pad to the interior wall of the private equestrian trail.

For all other portions of the site, the applicant has recommended the use of equestrian trail street crossings which would improve equestrian safety, without the construction of additional private trails. The applicant has identified two of these crosswalk locations as being located at the terminus of A Street and Bee Canyon Road and at the T-intersection of Calle Milagros and Bee Canyon Road. Staff has incorporated this design into the approval of the project and has further conditioned the trail crossings to meet the following specifications – the crosswalks shall be at least 6 feet in width, shall utilize high-visibility crosswalk patterns and those patterns shall be designed with paint instead of slick materials such as plastic or epoxy. Additionally, signage shall be provided at each of the crosswalk locations to notify drivers of the location of equestrian users, and these crosswalks shall be improved with Rapid Flashing Beacons which will be manually activated from push buttons located at pedestrian and equestrian heights. Curb ramps shall be located at each of the crosswalks and shall be aligned with the crosswalk to improve accessibility and



street parking shall be prohibited adjacent to the crosswalk, to provide appropriate lines of sight from drivers to equestrians. The applicant has also proposed a break in the southern portion of the Bee Canyon Road trail, in order to provide an access point for westerly properties along Bee Canyon Road (Lots 16 and 17). Staff has incorporated this design into the approval of the project and has further required that an additional crosswalk be located at this location (Condition No. 25.b).

The inclusion of the two applicant identified crosswalks will ensure equestrian safety for equestrians crossing the private streets while on the public trail. The third staff identified crosswalk will provide safe access for equestrians on Lots 16 and 17 to be able to access the public trail.

The original staff report presented to the DAA incorporated private trails at the rear of all properties. However, it was found that this would be excessive and would potentially require the removal of many mature trees located at the rear of properties. In one instance, a trail would have been required on two sides of a property, thereby significantly impacting the developable area of the property. The project as approved and conditioned will provide equestrian access for many of the properties.

In regards to pedestrian safety, the project has been complied to provide five (5) foot sidewalks along all private streets within the subdivision. The map as submitted has four (4) foot sidewalks. Typically streets are constructed with sidewalks with a minimum width of five (5) feet, as any smaller, and it impedes the ability for multiple users to use the sidewalk – such as children walking to school or residents using strollers on the sidewalk.

By conditioning these different infrastructure systems (street, sidewalk, and horse trail), the map will be consistent with the intents of the Mobility Plan 2035. Safe access for pedestrian, motorists, and equestrians are provided by limiting roadway conflict between the various modes of travel, in a way which is accessible and convenient.

The **Conservation Element** of the General Plan was adopted on September 26, 2001 and provides the policy direction on the preservation, conservation, protection and enhancement of the city's natural resources. The Conservation Element addresses goals for a wide variety of topics – Agricultural lands, Animal Keeping areas, Archaeological and Paleontological resources, Cultural and Historical resources, Endangered Species, Equine Areas, Erosion areas, Fisheries, Forest areas, Geological Hazard areas, Habitats, Scenic Vistas, Open Space areas, and Resource Management areas. Of particular note is the chapter addressing Equine Areas, and the following goals, objectives, and policies are relevant to the instant request:

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|-------------|--|
| Objective 6 | Retain equine oriented uses as a part of the city's heritage and for recreational, educational and economic purposes.  |
| Policy 6.1  | Continue to encourage the establishment of new equine uses and K districts and to protect existing significant areas from encroachment.  |
| Policy 6.2  | Establish standards and procedures for a comprehensive equine trail system, similar to the bikeways system, including provisions for protection of watershed and natural environments. |
| Policy 6.3  | Continue to expand and maintain trail linkages which will reinforce the viability of equine uses.  |

- Policy 6.4 Continue to increase funding for equine trails and facilities acquisition, construction, maintenance and equine related city activities.

As conditioned, the map is consistent with the Conservation Element, in that the project will be required to provide a public equestrian trail which links to a regional trail plan. Additionally, the map has been conditioned to provide safe equestrian circulation from private properties to the public trail, thereby reinforcing the viability of equine uses and strengthening the use of the district as a 'K' Equinekeeping District.

The **Public Facilities and Services Element** of the General Plan consists of four plans which were adopted between 1968 and 1980 – the Major Equestrian and Hiking Trails Plan (Adopted 1968), Public Libraries Plan (Adopted 1968), Public Recreation Plan (Adopted 1980), and the Public Schools Plan (Adopted 1968). These four plans were consolidated when the Framework Element was adopted in 1996. Of particular note is the **Major Equestrian and Hiking Trails Plan**, and the following goals, objectives, and policies are relevant to the instant request:

- Policy 1 To provide a means for the promotion of horseback riding as a healthful and relaxing activity.
- Policy 2 To provide a guide that can be used to acquire or reserve land for a coordinated system of equestrian trails.
- Policy 3 To guide public and private decision makers in the development of new trails to form a system connecting City trails with County, State and Federal systems and connecting urban trails with wilderness trails.
- Policy 4 To provide a guide for the combination of equestrian and hiking trails where desirable.
- Policy 5 To illustrate the location of horse keeping districts, major concentrations of horses and to indicate how these areas relate to the trail system.
- Policy 8 To describe standards for the improvement of existing and proposed trails.
- Policy 9 To provide a guide for new trails where desirable, as segments, as separate systems, or in combination with equestrian trails.
- Policy 11 Routes shown on the Major Trails Plan should be only backbone trails which connect the various equestrian areas together to form a major trails system. Connections with the other city trails and the major County, State and Federal trails surrounding the City should be included.
- Policy 13 Trails should be used by equestrians and hikers only. Bicycles, motorcycles, and other vehicles except maintenance vehicles should be prohibited.
- Policy 16 Street crossings should be avoided where possible, but may be used if they are appropriately marked and controlled.

As conditioned, the map is consistent with Major Equestrian and Hiking Trails Plan, as the construction of the Bee Canyon Road trail creates a connection to a larger identified equestrian trail and will connect with the existing trail to the south. This trail is part of the backbone trail identified in the Community Plan. Consistent with Policy 11, an additional private trail will be constructed in order to provide access from the private equine keeping areas of Lots 6-13 to the public trail. Additionally, in the spirit of Policy 16, three crosswalks have been incorporated into the design in order to reduce vehicular/equestrian conflicts. The crosswalks shall be at least 6 feet in width, shall utilize high-visibility crosswalk patterns, and those patterns shall be designed with paint instead of slick materials such as plastic or epoxy. Additionally, signage shall be provided at each of the crosswalk locations to notify drivers of the location of equestrian users. Since the area is rural with minimal lighting, the crosswalks will be required to provide Rapid Flashing Beacons to provide safe crossing for equestrians, especially during early morning or evening hours. These beacons shall be manually activated from push buttons located at pedestrian and equestrian heights. Additionally, curb ramps shall be located at each of the crosswalks and parking shall be prohibited adjacent to these crosswalks, in order to provide improved lines of sight.

As such, the project as conditioned, is consistent with the Major Equestrian and Hiking Trails Plan, a component of the Public Facilities and Services Element, in that street crossings are selectively placed and appropriated marked and a private trail will further supplement the backbone trail to provide direct access to specific properties, which will strengthen the equestrian orientation of the neighborhood and promote horseback riding through the creation of horse riding infrastructure.

The **Land Use Element** of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. The subject site is located within the Chatsworth – Porter Ranch Community Plan, adopted on September 4, 1993 and recently amended on September 7, 2016 as part of the Mobility Plan 2035 update.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible. Of particular note are the features, objectives, and policies related to equinekeeping areas:

Objective 14. To develop and maintain equestrian trails, linkages, and bicycle facilities within the Community;

Feature      Several horsekeeping areas are proposed in the northerly and westerly sections of the Community. The Plan encourages the preservation of these land uses, especially north of Chatsworth Street and west of De Soto Avenue (including the east side of De Soto Avenue) to the City/County line. Provisions shall be made for equestrian access via Brown's Canyon Wash. Horsekeeping facilities with appropriate restrictions could be provided westerly and northerly to the City/County line.

Chatsworth-Porter Ranch includes large areas of open space and natural land forms. It is one of the more rural areas of the City and

supports a substantial equestrian-oriented population. It is a policy of the Plan to place a higher priority on the preservation of designated horsekeeping areas than on other uses found in the RA Zone category. Toward this end, the Plan supports the establishment of "K" Horsekeeping Supplemental Use Districts in appropriate areas in order to ensure the preservation of this equestrian lifestyle. Efforts should be made to insure compatibility between the equestrian and other uses found in the RA Zone. In all instances, the RA Zone should be encouraged to emulate the existing rural landscape, whether horsekeeping is present or not.

**Service System Features:**

The Plan proposes utilization and development of flood control rights-of-way by the County of Los Angeles for open space purposes and/or hiking, bicycle and equestrian trails where appropriate. This type of recreation use is also proposed for power line rights-of-way.

**Programs-Public Improvements (Other Public Facilities):**

1.d. Incorporate unpaved equestrian and hiking trails and/or paved bicycle trails in the channel rights-of-way.

3. Equestrian Trails and Bicycle Facilities. The Plan incorporates the Major Equestrian and Hiking Trails Plan and Mobility Plan 2035, which are Elements of the General Plan, and it incorporates the Guide to Existing and Potential Equestrian Trails, Twelfth Council District. To update the trails portion of the Plan, the continued aggressive approach to the acquisition and improvement of the trails is encouraged. The accompanying sketches, entitled "Cross Sections - Equestrian Trails and Bicycle Routes", depict several suggested means of incorporating a trail system into a street or subdivision. The trail system proposed by the Plan could be provided and maintained by various methods, including: a. Assessment districts consisting of concerned owners interested in establishing a trail system through horsekeeping areas; and b. Revenue from the equine licensing fee (Section 53.15.1 of the Los Angeles Municipal Code). It is recommended that a task force of members from involved City departments be appointed to formulate a means of financing the development and maintenance of equestrian trails.

**Future Studies:**

Trails. The proposed trails, trail crossings, trail stops and assembly areas, as identified in the Equestrian Areas and Trails Map, indicate areas and elements that further the desire to have a comprehensive equestrian trail system.

The Community Plan incorporates the Major Equestrian and Hiking Trails Plan and the Guide to Existing and Potential Equestrian Trails (Twelfth Council District). Consistency with the Major Equestrian and Hiking Trails Plan is discussed above. According to the Existing and Potential Equestrian Trails (Twelfth Council District) Plan, the subject site is located within a proposed "K" Equine keeping District and the Backbone trail system is located approximately where Bee Canyon Road exists. As conditioned, the map is consistent with the Community Plan, in that the map is designed to accommodate equestrian uses, the relevant portion of the Backbone trail system will be constructed, and the private equestrian

trail will ensure the preservation of the equestrian lifestyle by ensuring equestrian access is provided.

In regards to the Community Plan's General Plan Land Use Designation Map, the site has a land use designation of Very Low I Residential, with the following corresponding zones of RE20 and RA. The site is currently zoned A2-1 and OS-1XL (Santa Susana Creek Los Angeles Flood Control Channel), which is more restrictive than the corresponding zones for the land use designation. The applicant has concurrently filed for a zone change for the portions of the site zoned A2 to RA. As shown on the map, the Project proposes to subdivide the site into 19 single-family dwellings, which is consistent with the density permitted by the requested zone. The project has been conditioned to require the approval of the Zone Change entitlement prior to the issuance of a building permit or recordation of a final map. If the requested zone is not approved, the subdivided would be required to file for a map modification. This condition ensures that the recorded map is consistent with the Community Plan's General Plan Land Use Designation Map.

The Land Use Element is further implemented through the Los Angeles Municipal Code (LAMC). The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and subdivision of land. The subdivision of land is regulated pursuant to Article 7 of the LAMC. Specifically, Section 17.05 C requires that the vesting tentative tract map be designed in compliance with the zoning regulations applicable to the project site. The project site has approximately 11.92 acres of lot area, which would permit a maximum of five (5) dwelling units under the existing zone and a maximum of 29 dwelling units under the proposed zone. As shown on the tract map, the Project proposes to subdivide the project site into 19 single-family lots, which does not exceed the density of the zone requested.

South of the site is an existing 'K' Equinekeeping District overlay, and the City Council has approved a motion requesting the expansion of this 'K' Equinekeeping District. As such, the applicant's tract map has prepared for the requirements of the 'K' Equinekeeping District by providing the required grading pads, equine keeping areas, equine storage areas, and equine corral areas. Additionally a 10 foot wide vehicular access path from the horsekeeping area to the private street, on the same side of the lot as the driveway has been provided for each property.

In addition to LAMC Section 17.05 C, LAMC Section 17.06 B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The tract map was prepared by Kevin Hamilton Donlon (License No. 79983) and contains information regarding the boundaries of the project site, as well as the abutting public rights-of-way, existing and proposed dedication, and improvements of the tract map. The tract map indicates the tract number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.06 B. Additionally, as required by the Community Plan, a equestrian trail easement for public access has been identified on the map. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05 C and 17.06 B, and is consistent with the applicable Community and General Plan.

- (b) THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 and 66419 of the Subdivision Map Act and Los Angeles Municipal Code (LAMC) Section 17.02. Design refers to the configuration and layout of the proposed lots in addition to the proposed site plan layout. Pursuant to Section 66427(a) of the Subdivision Map Act, the location of

the buildings is not considered as part of the approval or disapproval of the map by the Advisory Agency. Easements and/or access and "improvements" refers to the infrastructure facilities serving the subdivision. LAMC Section 17.05 enumerates the design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. As indicated in Finding (a), LAMC Section 17.05 C requires that the tract map be designed in conformance with the zoning regulations of the project site.

As the project site is zoned A2-1, the zone would currently permit a maximum of five (5) dwelling units and a maximum of 29 dwelling units under the proposed RA zone, on the 11.92 acre site. As the map is proposed for a 19 single-family dwelling subdivision, it does not exceed the density permitted by the requested zone. Additionally, the City Council has approved a motion requesting the expansion of the 'K' Equinekeeping District onto this site. As such, the tract map has prepared for the requirements of the K District by providing the required grading pads, equine keeping areas, equine storage areas, and equine corral areas. Additionally a 10 foot wide vehicular access path from the horsekeeping area to the private street, on the same side of the lot as the driveway has been provided on each property.

The tract map was distributed to and reviewed by the various city agencies of the Advisory Agency that have the authority to make dedication, and/or improvement recommendations. The Bureau of Engineering reviewed the tract map for compliance with the Street Design Standards. The Bureau of Engineering has recommended dedication and/or improvements to the public right-of-way along Old Santa Susana Pass Road and along the three private streets, consistent with the standards of the Mobility Element. In addition, the Bureau of Engineering has recommended the construction of the necessary on-site mainline sewers and all necessary street improvements will be made to comply with the Americans with Disabilities Act (ADA) of 2010.

The Planning Department, as part of the Subdivision Committee, has conditioned the project to ensure the project is consistent with various elements and plans of the General Plan. The subdivision is prohibited from installing gates at the entrance of the subdivision and is required to provide five (5) foot sidewalks, in order to ensure the project is consistent with the accessibility goals of the Mobility Plan 2035. The subdivision is also conditioned to ensure the design of the subdivision provides safe routes of travel for horse riders, as the Community Plan insists that when subdivisions are located in K Districts (as this project is anticipating) that the development provide infrastructure which strengthens the equestrian lifestyle. As conditioned, the design and improvements of the proposed subdivision are consistent with the General Plan and various elements of the General Plan.

(c) **THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.**

The Project consists of the subdivision of an 11.92 acre site into nineteen (19) single-family lots. The project requires the demolition of six (6) unoccupied dwellings and various unattached garages, sheds, stables, and open sided structures. One existing dwelling, (the 'Wilson House'), will be preserved and a detached garage will be constructed for the resident. Private streets, walls, and a public horse trail will be constructed for the subdivision. The site is currently vacant but previously functioned as a cluster of single-family dwellings with accessory agricultural uses. The project site is located within 5.8 kilometers from the Santa Susana Fault, but is not located within an Alquist Priolo Fault Zone. Portions of the site are located within a designated hillside area and within the BOE Special Grading Area. The site is not located within a flood, landslide, tsunami inundation, hazardous waste, or methane hazard zone. The site is located within a high fire hazard severity zone, high wind velocity, and liquefaction zone, and will be required to comply

Department of Building and Safety and Fire Department requirements for structures located in those sensitive areas. The tract has been conditioned to comply with the requirements of the Geology and Soils Report Approval, dated October 4, 2016, Log No. 94873, satisfactory to the Department of Building and Safety, Grading Division. Therefore, the site will be physically suitable for the proposed type of development.

- (d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

Properties to the north and northwest consist of a nursing home, a horse boarding facility, and single-family dwellings with animal keeping facilities, zoned A2-1, RA-1, and (T)RA-1. West and southwest of the site are the Santa Susana Flood Channel and single-family dwellings, some with animal keeping facilities, which take access from Farralone Avenue (an unimproved dirt road), zoned A2-1 and OS-1XL (Santa Susana Creek Los Angeles Flood Control Channel). South of the site is a single-family neighborhood, recently constructed in 2015, zoned (T)(Q)RA-1-K. East of the site is the Old Santa Susana Pass Road, which serves as a frontage road to Topanga Canyon Road and provides access to the subject site.

As proposed, the density is consistent with the land use designation and the project is subject to the approval of the requested zone change, or a modification of the subject tract case will be required. Additionally, prior to the issuance of a demolition, grading, or building permit, the project would be required to comply with conditions herein and applicable requirements of the LAMC. As conditioned the proposed tract map is physically suitable for the proposed density of the development.

- (e) THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project consists of the subdivision of an 11.92 acre site into nineteen (19) single-family lots. The project requires the demolition of six (6) unoccupied dwellings and various unattached garages, sheds, stables, and open sided structures. One existing dwelling, (the 'Wilson House'), will be preserved and a detached garage will be constructed for the resident. Private streets, walls, and a public horse trail will be constructed for the subdivision. The site is currently vacant but previously functioned as a cluster of single-family dwellings with accessory agricultural uses. Nineteen (19) protected trees exist on the site, of which four (4) are proposed for removal by the applicant and fifteen (15) are proposed for preservation. One hundred and twenty-nine (129) non-protected trees exist on the site, of which one hundred and nine (109) are proposed for removal by the applicant and twenty (20) are proposed for preservation. This removal of trees would represent a 21% reduction of protected trees and an 84% reduction of non-protected trees on-site.

At the public hearing held on March 26, 2019, the DAA addressed the issue of tree removal on-site and requested that the applicant provide a revised site plan which attempts to minimize the number of trees to be removed and adjust grading cut and fill accordingly to preserve more trees. The applicant provided such a site plan which would preserve an additional 12 non-protected trees and one (1) additional protected tree. The DAA has reviewed this site plan and the tree report to identify additional trees for preservation, in order to ensure the maximum number of trees are preserved. Consideration has been given for the removal of trees which are located within the footprints of proposed structures, within infrastructure areas (proposed streets), and within side yards where vehicular access paths are proposed. Additionally, the DAA has intentionally not conditioned the preservation of *She Oak* trees and *Blue Gum* trees, as these are not native species and can be invasive.

The project is not required to removal these species, but protections are not applied for those plants.

Upon reviewing this revised site plan, the DAA has determined and conditioned (No. 23.k.) that one (1) additional tree should be preserved on Lot 2 (Tree #21), two (2) additional trees should be preserved on Lot 4 (Trees #7-#8), one (1) additional tree should be preserved on Lot 5, one (1) additional protected tree should be preserved on Lot 9, one (1) additional protected tree should be preserved on Lot 10, one (1) additional protected tree should be preserved on Lot 11, five (5) additional trees should be preserved on Lot 17 (Trees #80-82, #140, #148), three (3) additional trees should be preserved on Lot 18 (Trees #61-63), and one (1) additional tree should be preserved on Lot 19 (Tree #78).

It should be noted that based on the applicant's revised equestrian site plan, the floor plan for Lot 2 will be revised as a mirror image, in order to allow vehicular access paths to be adjacent to one another, thereby making it feasible to preserve Tree #21, which is an English Walnut tree standing at a diameter of 48 inches, a height of 20 feet, a spread of over 25 feet, and in fair condition per the tree report. Similarly, the floor plan for Lot 4 will be mirrored, thereby allowing the preservation of Trees #7 and #8, which are Northern California Walnut trees standing at a diameter of 8 inches and 20 inches, a height of 15 and 25 feet, a spread of 10 feet and 20 feet, and in fair and good condition, respectively.

Adjacent to Lot 5, in the public right of way, the DAA has identified one (1) additional tree which could be preserved (Tree #14) – a Deodar Cedar located in front of the historic Wilson House, standing at a diameter of 35 inches, a height of 50 feet, a spread of 30 feet, and in fair condition.

In regards to Lots 9-11, the DAA has identified three (3) additional protected trees which could be preserved (Trees #3-5) – Coast Live Oaks located in the rear yards of the respective lots, standing at a diameter of 36 inches, 17.5-20 inches, and 35 inches, a height of 50 feet, a spread of 50 feet, and in fair and good condition, respectively. The trees are proposed for removal, as the applicant is interested in raising the elevation of the site as part of their conceptual LID (low impact development) plan. The DAA encourages the applicant to utilize other drainage methods which will allow the preservation of the protected trees.

In regards to Lot 17, the DAA has identified an additional five (5) trees which could be preserved (Trees #80-82, #140, #148) – California Pepper trees, of which four are located in the rear and side yard and one located in the front yard. The trees located in the side yard (Trees #80-82) standing at a diameter of 16 to 36 inches, a height of 50 and 60 feet, a spread of 20 to 40 feet, and are in fair and fair/poor condition. The tree in the front yard (Tree #140) is standing at a diameter of 15 inches, a height of 40 feet, a spread of 30 feet, and is in fair condition. The tree in the rear yard (Tree #148) is standing at a diameter of 8 inches, a height of 20 feet, a spread of 20 feet, and is in fair condition.

In regards to Lot 18, the DAA has identified an additional three (3) trees which could be preserved, which are all located within the northern side yard setback (Trees #61-63) – Monterey Pine trees which are standing at a diameter of 18 inches, a height of 50 feet, a spread of 20 feet, and in fair/poor condition.

In regards to Lot 19, the DAA has identified an additional one (1) tree which could be preserved (Tree #78) – a Mexican Elderberry which is located west of the Santa Susana Creek. The tree is standing at a diameter of 16-18 inches, with a height of 30 feet, a spread of 30 feet, and is in fair condition.



On January 17, 2019, the City Planning Department issued Mitigated Negative Declaration No. ENV-2016-3175-MND, which determined that with mitigation, the project would not result in significant impacts relating to biological resources. Based on the revised tree site plan submitted by the applicant, and the conditions applied by the DAA (No. 23.i.), an additional 25 non-protected trees and three (3) protected trees will be preserved, thereby preserving a total of 45 non-protected trees and 18 protected trees. Moreover, the project will be required to replace the removal of protected trees with new Coast Live Oak trees at a ratio of 4:1 to the satisfaction of the Urban Forestry Division, and the removal of non-protected trees at a ratio of 1:1, per Conditions of Approval Nos. 22. And SF-2, and through Mitigation Measure MM-Bio-5.

As such, the DAA has conditioned the project to ensure the maximum number of trees be preserved, has required the replacement of trees which are removed, and it has been determined that the project and the design of the subdivision and proposed improvements will not cause substantial environmental damage or injury to wildlife or their habitat. Additionally, the project as conditioned, will be consistent with the policy goals of the Conservation Element, in that the project will encourage the retention of land in agricultural and low density land uses through the retention of equine oriented improvements and the existing trees species have been preserved to the greatest extent feasible.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appears to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

- (g) THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The project will provide a private easement for common/vehicular access purposes within the subdivision. Within the center of the site is an existing Los Angeles County Flood Control Channel which will not be affected by this subdivision. Additionally, while there are no easements acquired by the public at large for access through or use of the property within the proposed subdivision, a new easement will be created in order to private a public equestrian trail along Bee Canyon Road, as identified in the Community Plan.

Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found potential problems to their structure or potential maintenance problem, as stated in the memo dated December 1, 2016. There are easements contained within the property and any proposed development in close proximity to the easements must secure Department of Public Works approval. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering.

Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION SHALL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

#### **FINDINGS OF FACT (HIGH FIRE SEVERITY ZONE)**

In connection with the approval of Vesting Tentative Tract No. 74478 in an area located in a very high fire hazard severity zone, the Advisory Agency of the City of Los Angeles, pursuant to Section 66474.02 of the State of California Government Code, makes the prescribed findings as follows:

- (i) THERE IS SUBSTANTIAL EVIDENCE IN THE RECORD THAT THE SUBDIVISION IS CONSISTENT WITH REGULATIONS ADOPTED BY THE STATE BOARD OF FORESTRY AND FIRE PROTECTION PURSUANT TO SECTIONS 4290 AND 4291 OF THE PUBLIC RESOURCES CODE OR CONSISTENT WITH LOCAL ORDINANCES CERTIFIED BY THE STATE BOARD OF FORESTRY AND FIRE PROTECTION AS MEETING OR EXCEEDING THE STATE REGULATIONS.

The subject site is located in the Very High Fire Severity Zone - lands designated by the City of Los Angeles Fire Department pursuant to Government Code 51178, that were identified and recommended to local agencies by the Director of Forestry and Fire Protection based on criteria that includes fuel loading, slope, fire weather, and other relevant factors. These areas must comply with the Brush Clearance Requirements of the Fire Code. The Very High Fire Hazard Severity Zone (VHFHSZ) was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone".

Public Resources Code Sections 4290 and 4291 require that subdivisions implement minimum fire safety standards related to defensible space for lands located within very high fire hazard severity zones. These standards relate to road standards for fire equipment access, standards for signs identifying street names, minimum private water supply reserves for emergency use, fuel breaks and greenbelts, fuel clearance requirements, and tree and plant trimming requirements.

Per a letter submitted by the Fire Department on February 21, 2019, the Tract Map is required to submit a plot plan for Fire Department review and approval prior to recordation of the final map, and will be required to comply with the Very High Fire Hazard Severity Zone code requirements of LAMC 57.25.01. Additionally, the letter indicates that the project will be required to use non-combustible finishes on the exterior of buildings, irrigate and manage greenbelts around structures, utilize fire-resistant plants, clear brush adjacent to structures, provide access for Fire Department personnel and apparatus, provide a fire lane at least 20 feet in width, ensure that structures are not located further than 150 feet from the edge of a roadway or improved street, ensure that roads or fire lanes which terminate in a cul-de-sac are not longer than 700 feet in length, that private streets are recorded as private streets and fire lanes, that private streets be built to City standards, that appropriate signage ensure appropriate parking restrictions, that adequate fire hydrants are provided, and that no framing is constructed until the roadway is installed to the satisfaction of the Fire Department. Additionally, per the Department of Water and Power letter dated December 5, 2016, the tract can be supplied water from the municipal system subject to the conditions and requirements located within the agency's letter. As conditioned by the Fire Department and the Department of Water and Power, the project will comply with the regulations of Public Resources Code Sections 4290 and 4291 and with local ordinances.

- (j) THERE IS SUBSTANTIAL EVIDENCE IN THE RECORD THAT STRUCTURAL FIRE PROTECTION AND SUPPRESSION SERVICES WILL BE AVAILABLE FOR THE SUBDIVISION THROUGH THE CITY OF LOS ANGELES.

Per the letter dated December 5, 2016 from the Department of Water and Power and the letter dated February 21, 2019 from the Fire Department, appropriate water service and fire protection and suppression services will be available for the subject site.

These findings shall apply to both the tentative and final maps for Vesting Tract No. 74478.

THE FOLLOWING NOTES ARE FOR INFORMATIONAL PURPOSES AND ARE NOT CONDITIONS OF APPROVAL OF THIS TRACT:

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05-N of the Los Angeles Municipal Code (LAMC).

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission or Area Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

**Downtown**  
Figueroa Plaza  
201 North Figueroa Street,  
4th Floor  
Los Angeles, CA 90012  
[\(213\) 482-7077](tel:(213)482-7077)

**San Fernando Valley**  
Marvin Braude San Fernando  
Valley Constituent Service Center  
6262 Van Nuys Boulevard, Rm 251  
Van Nuys, CA 91401  
[\(818\) 374-5050](tel:(818)374-5050)

**West Los Angeles**  
West Los Angeles Development  
Services Center  
1828 Sawtelle Boulevard, 2nd Floor  
Los Angeles, CA 90025  
[\(310\) 231-2598](tel:(310)231-2598)

**\*Please note the cashiers at the public counters close at 3:30 PM.**

Forms are also available on-line at <http://planning.lacity.org>

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90<sup>th</sup> day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP  
Director of Planning

A handwritten signature in black ink, appearing to read 'Sarah Hounsell', with a stylized, flowing script.

SARAH HOUNSELL, CP  
Deputy Advisory Agency

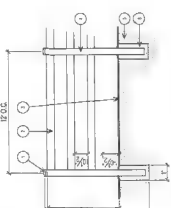
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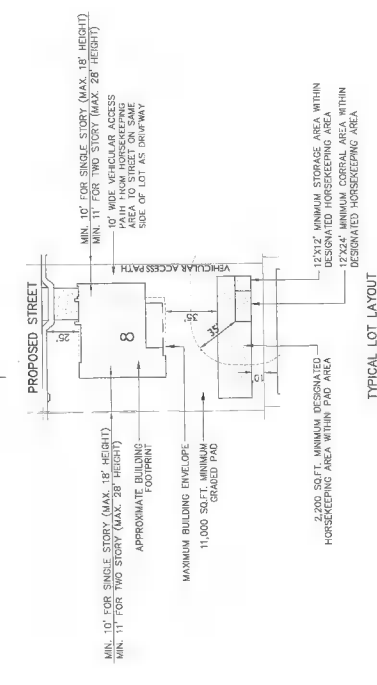
LEGEND:

- (1:100) - EXISTING CONTOURS
- 9 LOT NUMBERS
- 70' PROPOSED STREET GRADES
- BOUNDARY LINE
- EXISTING TREES TO REMAIN (OTHER TO STREET 5)
- MANUFACTURED SLOPES

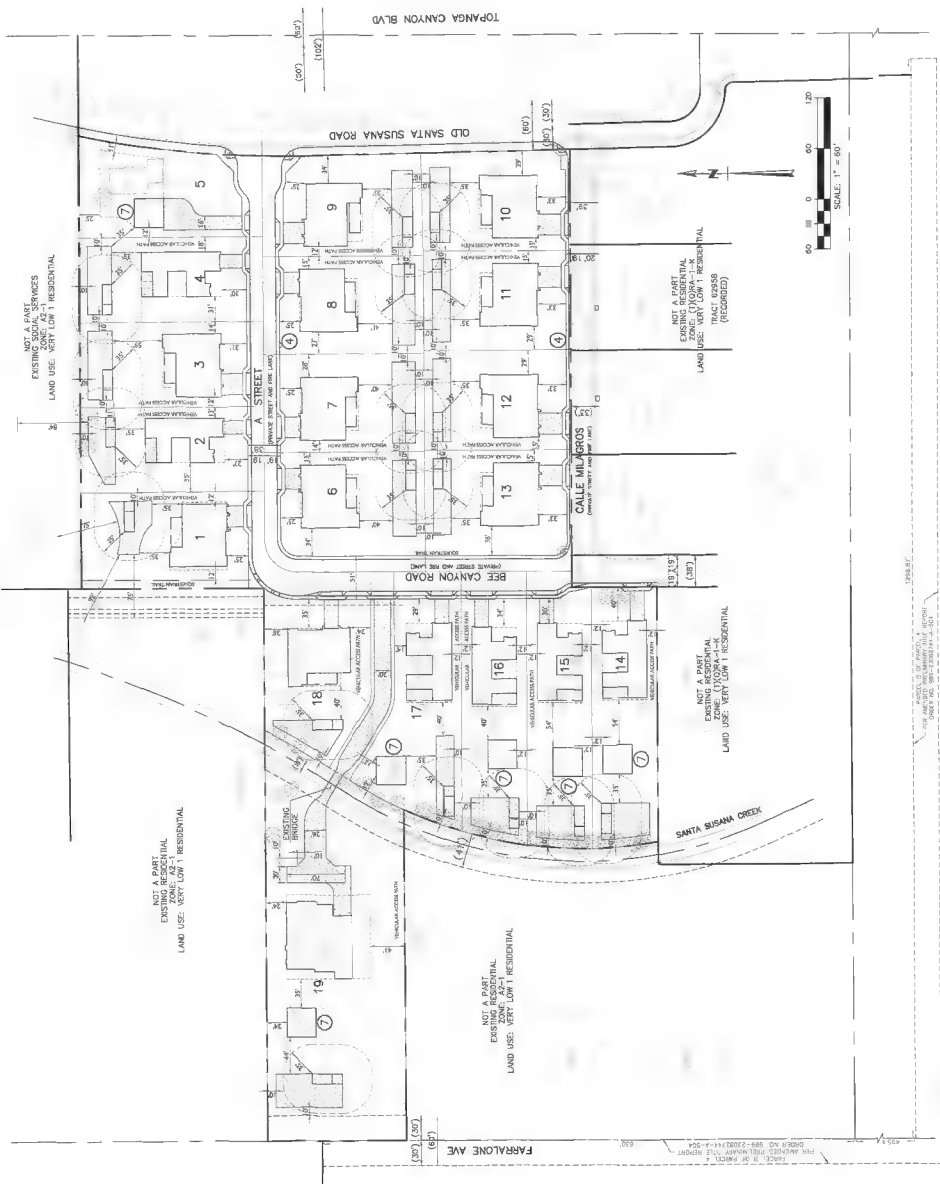
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EQUESTRIAN TRAIL  
TYPICAL ELEVATION  
(CONCRETE POST)



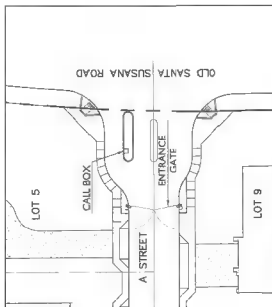
TYPICAL LOT LAYOUT  
SCALE: N.T.S.



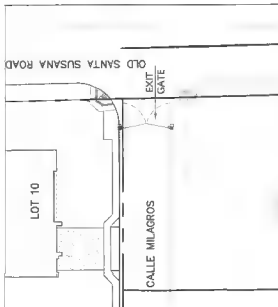
NOTES:

1. MAXIMUM BUILDING ENVELOPE INFORMATION:  

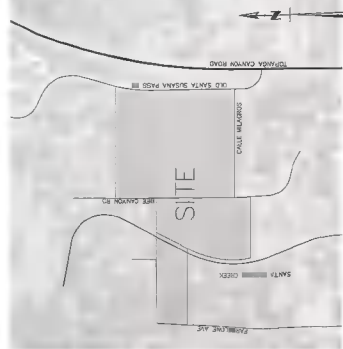
LOT No.	AREA (SQ. FT.)	LOT No.	AREA (SQ. FT.)
1	4800	11	5000
2	5000	12	5000
3	5000	13	5000
4	5000	14	5000
5	5000	15	5000
6	5000	16	5000
7	5000	17	5000
8	5000	18	5000
9	5000	19	5000
2. DRIVEWAYS AND REQUIRED YARD SETBACKS HAVE BEEN EXCLUDED IN THE MAXIMUM BUILDING ENVELOPE AREA CALCULATIONS.
3. THE MAXIMUM PROPOSED BUILDING HEIGHT IS 32 FEET.
4. NO PARKING SIGN POSTED ON ONE SIDE OF STREET.
5. MAXIMUM RESIDENTIAL FLOOR AREA PER LOT NO. 16-302 FOR RA ZONE.
6. LOT 19 WILL BE RESTRICTED TO A SINGLE STORY HOME.
7. ACCESSORY DWELLING UNITS (ADU) ARE AN OPTIONAL IMPROVEMENT FOR LOCATED LOTS.



OPTIONAL ENTRANCE GATE DETAIL  
SCALE: N.T.S.



OPTIONAL EXIT GATE DETAIL  
SCALE: N.T.S.



VICINITY MAP  
NOT TO SCALE

# VESTING TENTATIVE TRACT MAP No. 074478



KEVIN HAMILTON DONLON, DATE  
ACE 79903





April 3, 2019

Dear Valentina,

[REDACTED]

Thank you Valentina and Christine for preparation of the comprehensive Staff Report. And thank you Sara for conducting a meaningful and valuable hearing. We appreciate the Advisory Agency taking this case under advisement for the two weeks after the hearing date, allowing submittal of additional information addressing discussion points made during the meeting.

We feel the project reflects the Chatsworth community and the wishes of the surrounding neighborhood. Since Tuesday, we have been looking on ways to address concerns brought up at the hearing to work toward consensus. We would like to offer the following:

#### **Tree Preservation**

After careful analysis of the proposed site improvements and existing tree conditions, we have been able to modify our grading, infrastructure and building locations to save an additional 11 existing mature trees. These trees are located within Lot 5 and in the western portions of the site. We can retain the following additional trees: #12, #13, #17, #18, #32, #68, #75, #105, #106, #110, and #112 as identified in the tree report and VTTM. The 10 trees listed above will require some minor adjustments to grading and ADU placement, but nothing dramatic. Also, we will be relocating 4 mature Canary Palms on site to the entry. The California Pepper is the most common tree being removed, and although beautiful, is more messy, harder to landscape under, and more flammable than other tree species. Also, many trees on site are in poor condition.

#### **Trails**

Our plan is to extend and complete the public trail system that was started with the construction of the Stoney Point tract to the south. The Bee Canyon public trail extension has always been part of our proposed development. As such, the public trail alignment has been discussed locally resulting in strong support by the CNC. We were quite surprised on the Thursday prior to the hearing to see staff's recommendation to add a private trail system along the rear yards of all proposed lots. This was never discussed with us prior to the hearing, and we didn't know it was even a topic of discussion until seeing the comment letter from Ms. Plumb submitted during the MND circulation period.

Consistent with my comments during the hearing, we maintain that any rear yard trails are not in the best interest of the project, its future residents, and existing residents in the surrounding neighborhood. Such trails would offer areas that are not easily observed from the street, providing opportunities for illicit activities as well as significant security and maintenance issues for adjoining homeowners. This would be especially true for the lots that back up to the flood control channel and Cerebral Palsy Center. Further, new trails in these two locations would result in additional loss of trees and unnecessary / infeasible pruning to meet the needed head clearance for an equestrian.

In the spirit of moving toward consensus, we feel there may be a reasonable compromise that limits potential safety issues and additional tree impacts. Per the attached sketch, we indicate a 10-foot wide private trail along the rear of lots 6 through 13. This private trail would connect to the Bee Canyon trail to the west. At the point of connection, we would also provide an opening in



the Bee Canyon trail fencing to allow horse owners on the west side of Bee Canyon Road to ride to the front of their lot, then go directly across the street and get on the trail. Reversing a few of the homes on lots 2, 4, 14, 15, and 18 will also reduce the distance of asphalt crossing. In all these changes result in 10 of the lots having direct equine access, and 5 lots with access out the front of the lot but with an almost diagonal street crossing to the public trail.

We realize such a design would still require a horse owner on 3 out of 19 (Lots 2, 3, and 4) to ride west along A Street, for a short segment to get to the trail, but the overall community will be equestrian friendly. We will also add two Equestrian Crossing signs, one at each entry point to the project to add caution to motorists. While we maintain our position that rear yard trails are not right for this development, we feel that the proposed solution may balance the varying concerns and provide an acceptable compromise and enhance equine safety.

### **Community Gates**

We strongly feel that the project should be allowed to include community gates benefitting both our new proposed lots as well as our existing neighbors. By now you should have received over 5+ letters from the local neighbors explaining their concern for their safety and their insistence to have a gated community, and more are on the way. As stated in the presentation, this area is a special circumstance when it comes to transient activity. You have Topanga Canyon, Santa Susana Pass Road, the Railroad, and Stoney Point Park all within 1,000 feet of the site. Further, Stoney Point Park (popular day and night) only has street parking (no parking lot) located directly across Topanga Canyon. Combine all this with large lots and dark skies, you create an environment where illicit activity and trespassing occurs more frequently.

The vehicular gates are an important addition to the neighborhood in order to prevent evening and weekend parking. Both BOE and Fire Department have signed off on the gates and the public equestrian trail will remain open and not be affected. The roads within and adjoining the project are all private and lead nowhere other than the 33 homes being served by the gates. By adding the gates now, we further enhance equestrian safety and can assure an elegant design that fits and benefits the neighborhood, rather than attempting to retrofit them later. See the attached gate design. If we don't add the gates at this time, the residents could possibly petition for the gates sometime in the future and may result in gates that won't look nearly as nice.

The proposals described in this letter is a win-win-win and everyone comes away with something. Given the above, we would appreciate your determination that the project be approved for the proposed gate design as shown on the VTTM. If not, we expect that the Stoney Point neighborhood is going to loudly protest, adding controversy to this otherwise non-controversial project.

### **Noise Mitigation Measure**

Following the hearing, our team consulted with the Project noise consultant at LSA to identify an alternative to the 14-foot tall temporary noise barrier. According to LSA, based on the infill nature of the project, there are no other feasible options to fully mitigate the noise during grading, and the existing Mitigation Measure will not be technically practical or safe given the high winds prevalent in this part of Los Angeles. For this reason, we request to be allowed (per section 112.05 of the Municipal Code) to alternatively use a 6' high temporary barrier during grading.

Lastly, as a result of potential site plan revisions to accommodate saving additional trees and reversing of some floor plans to better facilitate equestrian circulation, we request flexibility in

locating the SFD's and ADU's, while fully respecting the zoning setback requirements (i.e. 10' side yard, 25-foot front yard, etc.) and consistent with what is shown on the VTTM.

We appreciate your consideration and look forward to developing a beautiful project.

[REDACTED]  
[REDACTED]  
[REDACTED]

**NOTICE OF INTENT  
TO ADOPT A MITIGATED NEGATIVE DECLARATION  
FOR THE CITY TRUNK LINE NORTH PROJECT**

**Date:** January 10, 2019

**To:** Agencies, Organizations and Interested Parties

**Subject:** Notice of Intent to Adopt a Mitigated Negative Declaration for the City Trunk Line North Project

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the City of Los Angeles Department of Water and Power (LADWP) for the proposed City Trunk Line North (CTLN) Project. LADWP is the Lead Agency, pursuant to the California Environmental Quality Act (CEQA), responsible for preparation of this document.

**PROJECT DESCRIPTION**

The CTLN Project would replace the northern section of the Los Angeles City Trunk Line (LACTL) with approximately 33,000 linear feet of 54-inch-diameter trunk line. The proposed CTLN alignment would follow the alignment of the LACTL at its northern and southern ends, where the new line would be slip-lined into the existing LACTL. The CTLN would be realigned to the east of the LACTL, primarily in Arleta Avenue, for the majority of its length. The realigned sections would be constructed using an open trench method. The CTLN would be built in two units. Unit 1 would extend from the LADWP-owned Van Norman Complex property to the intersection of Arleta Avenue and Terra Bella Street, a distance of approximately 21,000 feet. Unit 2 of the CTLN would extend from Terra Bella Street to the City Trunk Line South in Canterbury Avenue, just west of Tujunga Spreading Grounds, a distance of approximately 11,800 feet. The objectives of the project are to: 1) replace the existing LACTL from the Van Norman Complex to the connection with City Trunk Line South Unit 1; and 2) increase reliability and resiliency to the Los Angeles Reservoir service area.

**PROJECT LOCATION**

The proposed project would be located in the northeastern portion of Los Angeles. The new trunk line would originate at the LADWP Van Norman Complex in Sylmar and terminate adjacent to the Tujunga Spreading Grounds in Sun Valley. The trunk line alignment generally extends north from Tujunga Spreading Grounds along Canterbury Avenue until Branford Street. At Branford Street, the trunk line alignment would be realigned east to Arleta Avenue and then continue north to Brand Boulevard. The trunk line would then be routed west along Brand Boulevard and San Fernando Mission Boulevard to Stranwood Avenue, continuing northwest on Stranwood Avenue into the LADWP Van Norman Complex property.

## PUBLIC COMMENT PERIOD

The 30-day public comment period for the IS/MND will commence on January 10, 2019 and conclude on February 11, 2019. The IS/MND is available for review on the LADWP website at <http://www.ladwp.com/envnotices> and at the following locations:

LADWP, Environmental Affairs Division  
111 North Hope Street, Room 1044  
Los Angeles, CA 90012

Pacoima Branch Public Library  
13605 Van Nuys Blvd  
Pacoima, CA 91331

Granada Hills Public Library  
10640 Petit Ave  
Granada Hills, CA 91344

Panorama City Branch Public Library  
14345 Roscoe Blvd  
Panorama City, CA 91402

Please submit comments in writing to the address provided below. Comment letters must be received by **5:00 p.m. on February 11, 2019.**

Los Angeles Department of Water and Power  
111 North Hope Street, Room 1044  
Los Angeles, CA 90012  
Attn: Ms. Jane Hauptman  
Email: [Jane.Hauptman@ladwp.com](mailto:Jane.Hauptman@ladwp.com)

All comments received related to issues discussed in the IS/MND will be included in the final package that is provided to the City of Los Angeles Board of Water and Power Commissioners for final consideration.

For any questions regarding the review of the IS/MND, please contact Ms. Jane Hauptman at (213) 367-0968.



Charles C. Holloway  
Manager of Environmental Planning and Assessment

## **AB516 Opposition Talking Points**

- As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been:
  - left in the public right-of-way for over 72 hours
  - with five or more unpaid parking citations
  - whose registration is six months or more out of date
- Taking away the City's authority to enforce these three key regulations will be immensely detrimental to neighborhoods and businesses across the City.
- From a business perspective: 72-hour parking time restrictions are a key element in city efforts to protect the public right of way.
- Protection of the public right of way allows for residents to access the various facets of a city, including residential neighborhoods, government services, local businesses, and city attractions.
- Ensuring residents and visitors have access to their own homes and businesses benefit from the city adequately enforcing these basic restrictions.
- Specifically, it is so important that businesses have access to the street in order to conduct everyday operations of running as business such as unloading and loading trucks for deliveries.
- If the City is unable to tow abandoned vehicles, businesses won't have access to the street to carry out simple business functions.
- In equine communities, abandoned vehicles make it harder and more dangerous to load and unload horses for trailers. Horse owners will be forced to load and unload their animals in more dangerous and unsafe conditions if streets are not clear.
- Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle as communities densify. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.

### **AB516 Opposition Talking Points**

- As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been:
  - left in the public right-of-way for over 72 hours
  - with five or more unpaid parking citations
  - whose registration is six months or more out of date
- Taking away the City's authority to enforce these three key regulations will be immensely detrimental to neighborhoods and businesses across the City.
- From a business perspective: 72-hour parking time restrictions are a key element in city efforts to protect the public right of way.
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- Ensuring residents and visitors have access to their own homes and businesses benefit from the city adequately enforcing these basic restrictions.
- Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle as communities densify. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.



Los Angeles  
Department of  
Water & Power

# THE FUTURE OF WATER IN LA

## City Trunk Line North

### Project Description

As part of its Water Infrastructure Improvement Program, LADWP will replace over 6 miles of an aged pipeline with a new, seismically resilient pipeline. The extensive replacement project, referred to as City Trunk Line North (CTLN) Unit 1 and Unit 2, will provide additional capacity, greater system flexibility and enhanced reliability to customers in the San Fernando Valley.

### California Environmental Quality Act (CEQA)

LADWP is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) to analyze the potential for impacts associated with the CTLN project. The IS/MND will be available for public review and comments in early 2019 at

[www.ladwp.com/envnotices](http://www.ladwp.com/envnotices).

### Construction Information

CTLN Unit 1 will be 4-miles of 54-inch Earthquake Resistant Ductile Iron Pipe (ERDIP), stretching from DWP property to the intersection of Arleta Ave. and Terra Bella St. in Arleta. ERDIP increases resiliency during seismic events since the joints are designed to resist separation by allowing for expansion and deflection. Unit 1 is a six-year project starting Summer 2021.

CTLN Unit 2 will be 2-miles of seismically resistant, 54-inch welded steel pipe, also suitable for the area. This 2-mile section follows Arleta Avenue towards the Tujunga Wash. Unit 2 is a five-year project starting Fall 2020.

Most of the CTLN project will be installed using open trench construction. Some sections of the pipeline will be installed by jacking, a form of tunneling.

### Construction Schedule

Monday – Friday, 7:00 AM to 4:00 PM. Some Saturday and extended hours may be necessary.

LADWP will provide advance notice within specific work areas.



**Project  
Schedule**  
Fall 2020 –  
Summer 2027

**Region**  
Arleta and  
Mission Hills

The original Los Angeles City Trunk Line is a 72-inch steel pipeline used to transport large volumes of water throughout the Northeast San Fernando Valley area of Los Angeles. The pipeline was installed in 1914 and has experienced several leaks in the last 16 years.

Project Manager: Susan Avila | 213-367-4750 | [susan.avila@ladwp.com](mailto:susan.avila@ladwp.com)

Community Affairs: Christina Holland | 213-367-1076 | [christina.holland@ladwp.com](mailto:christina.holland@ladwp.com)



# **Initial Study/Mitigated Negative Declaration**

## ***City Trunk Line North Project***



Los Angeles Department of Water and Power  
Environmental Affairs  
111 North Hope Street, Room 1044  
Los Angeles, California 90012

**January 2019**





# **CEQA Initial Study and Mitigated Negative Declaration**

## **City Trunk Line North Project**

January 2019

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Appendix B:	<i>City Trunk Line North Biological Resources Memorandum</i> , prepared by AECOM
Appendix C:	<i>City Trunk Line North Project Phase I Archaeological and Paleontological Assessment</i> , prepared by AECOM
Appendix D:	<i>City Trunk Line North Replacement Project Noise and Vibration Impact Study</i> , prepared by Terry A. Hayes Associates, Inc.
Appendix E:	<i>City Trunk Line North Construction Traffic Impact Analysis</i> , prepared by Translutions, Inc.

## ACRONYMS AND ABBREVIATIONS

AQMP	Air Quality Management Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGF	California Fish and Game Code
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CRHR	California Register of Historical Resources
CRMMP	cultural resources monitoring and mitigation plan
CTLN	City Trunk Line North
CTLS	City Trunk Line South
CWA	Clean Water Act
CWC	California Water Code
EIR	Environmental Impact Report
ERDIP	earthquake resistant ductile iron pipe
GHG	greenhouse gas emissions
HRI	California State Historic Resources Inventory
LADOT	City of Los Angeles Department of Transportation
LACTL	Los Angeles City Trunk Line
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAHCM	Los Angeles Historic-Cultural Monuments
LAPD	Los Angeles Police Department
MBTA	Migratory Bird Treaty Act
MRZ	Mineral Resource Zone
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O <sub>3</sub>	ozone
Pb	lead
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
PM <sub>10</sub>	particulate matter 10 microns in diameter or less
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SO <sub>2</sub>	sulfur dioxide
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
USACE	U.S. Army Corps of Engineers

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## SECTION 1

### PROJECT DESCRIPTION

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#### 1.1 Overview of the Project

The Los Angeles Department of Water and Power (LADWP) proposes to replace the northern extent of the existing Los Angeles City Trunk Line (LACTL) with approximately 33,000 linear feet of 54-inch-diameter trunk line (the City Trunk Line North [CTLN] Project, also referred to herein as the project or proposed project). The CTLN would originate at the LADWP Van Norman Complex in the Granada Hills community of Los Angeles and terminate adjacent to the LADWP Tujunga Spreading Grounds in the Sun Valley community of Los Angeles, where it would connect to the existing City Trunk Line South (CTLS).

#### 1.2 California Environmental Quality Act

The California Environmental Quality Act (CEQA) applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed CTLN constitutes a project as defined by CEQA (California Public Resources Code Section 21000 et seq.). The CEQA Guidelines Section 15367 states that a lead agency is “the public agency which has the principal responsibility for carrying out or approving a project.” Therefore, as a municipal utility with discretionary approval authority for the CTLN Project, LADWP is the lead agency responsible for compliance with CEQA for the project.

As CEQA lead agency for the CTLN Project, LADWP must complete an environmental review to determine if implementation of the project would result in significant adverse environmental impacts. To fulfill this purpose of CEQA, an Initial Study has been prepared to assist in such a determination. Based on the nature and scope of the proposed project and the evaluation included in the Initial Study environmental checklist (contained in Section 3 of this document), LADWP has concluded that a Mitigated Negative Declaration (MND) is the proper level of environmental documentation for this project. The Initial Study shows that impacts caused by the proposed project are either less than significant or significant but mitigable to a less than significant level with the incorporation of appropriate mitigation measures as defined herein. This conclusion is supported by CEQA Guidelines Section 15070, which states that an MND can be prepared when:

*(a) the initial study shows that there is not substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) the initial study identifies potentially significant effects, but (1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.*



### **1.3 Project Location and Setting**

The proposed project would be located in the northeastern portion of Los Angeles (Figure 1). The new trunk line would originate at the LADWP Van Norman Complex in Sylmar and terminate adjacent to the Tujunga Spreading Grounds in Sun Valley. The trunk line alignment generally extends north from Tujunga Spreading Grounds along Canterbury Avenue until Branford Street. At Branford Street, the trunk line alignment would be realigned east to Arleta Avenue and then continue north to Brand Boulevard. The trunk line would then be routed west along Brand Boulevard and San Fernando Mission Boulevard to Stranwood Avenue, continuing northwest on Stranwood Avenue into the LADWP-owned Van Norman Complex property.

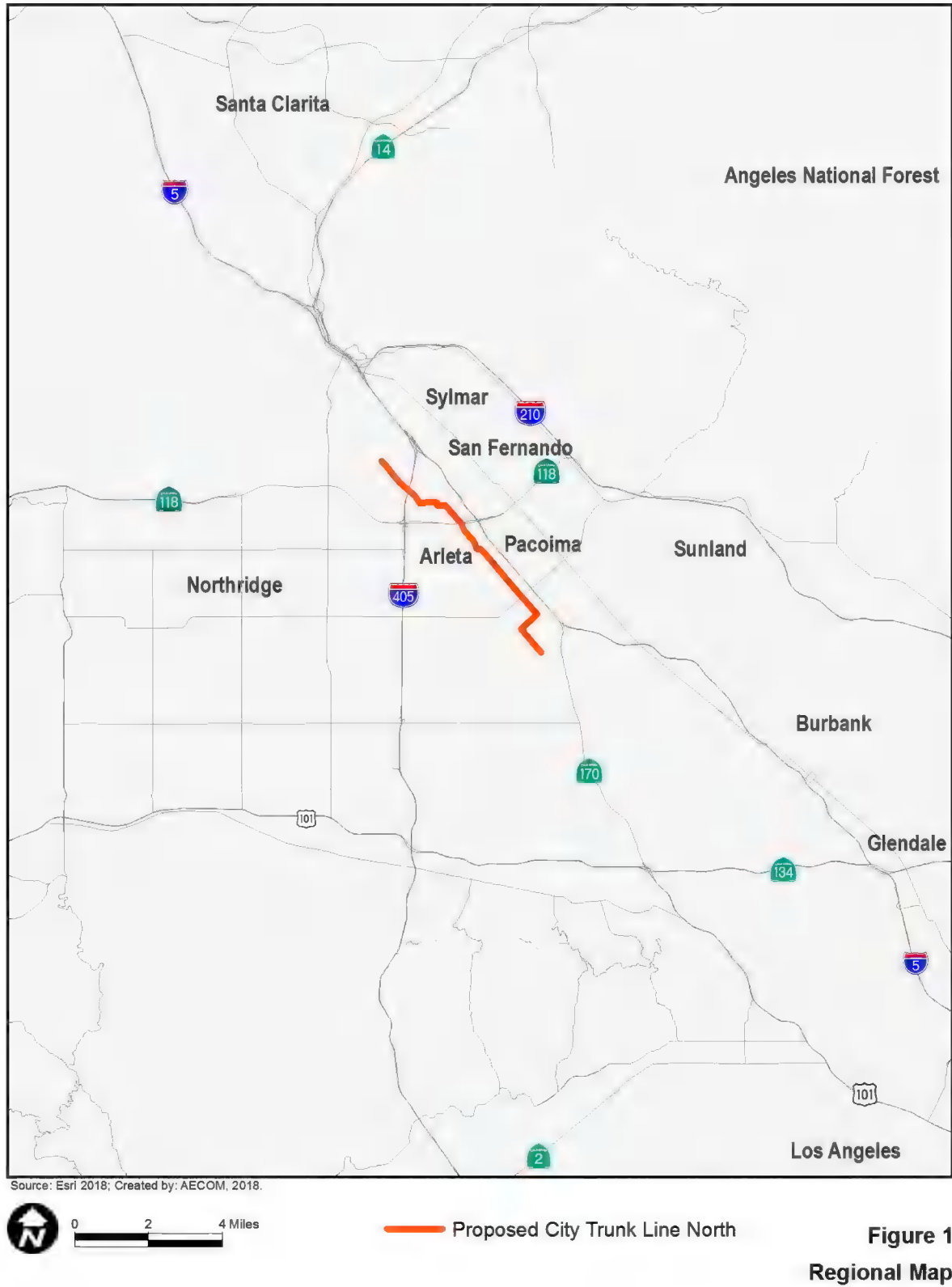
### **1.4 Project Background**

The original LACTL was installed in 1914 to serve the City of Los Angeles with water delivered by the Los Angeles Aqueduct to the Lower San Fernando Reservoir (later renamed the Lower Van Norman Reservoir), located in what is now the Van Norman Complex. The LACTL traversed the eastern San Fernando Valley from the reservoir to the Santa Monica Mountains, providing direct supply to areas of the eastern Valley as well as functioning as a primary transmission conduit for water for central areas of the City through connections to the Franklin Reservoir Tunnel and, later, the North Hollywood Pump Station. The portions of the LACTL from Tujunga Spreading Grounds to the Franklin Reservoir Tunnel have been or are in the process of being replaced under the CTLS Project.

The portion of the LACTL that would be replaced by the CTLN is a 72-inch-diameter riveted steel pipeline, which, at over 100 years in age, has severely corroded. Since 2000, it has experienced numerous leaks and ruptures, including a major collapse of approximately 400 feet of the pipeline within the Van Norman Complex. With the completion in 2012 of the new Sepulveda Trunk Line and Parthenia Trunk Line, as well Units 1 and 2 of the CTLS, trunk line supply pathways were established to bypass the northern portion of the LACTL. However, in order to maintain supplies to the service areas adjacent to the northern portion of the LACTL, it was converted to function as a distribution mainline, fed with restricted supplies from the Van Norman Complex on the north and Tujunga Pump Station on the south. This has reduced the operating pressure on the line and, thus, minimized the potential for leaks and ruptures (Figure 2).

Nonetheless, even functioning as a distribution mainline, this northern portion of the LACTL is reaching the end of its service life. Therefore, to avoid further leaks and ruptures and the associated loss of service and potential damage created, it must be replaced. As mentioned above, the Sepulveda and Parthenia trunk lines now provide a connection from the Van Norman Complex to the CTLS to deliver water to areas of the City to the south, but the proposed CTLN is required to continue to reliably provide water to the communities currently served by the northern portion of the LACTL.

In addition to this requirement for direct water supply to adjacent communities, seismic evaluations have indicated that the Sepulveda Trunk Line, which is located west of the LACTL, is crossed by several active earthquake faults that traverse the northeast San Fernando Valley. The relatively large surface displacements that could be created by these faults have the potential to cause severe damage or rupture to the Sepulveda Trunk Line, resulting in the possibly loss of service to areas of the City. Therefore, replacing the LACTL





Source: Esri 2018; Created by: AECOM, 2018.



0 0.5 1 Miles

- Existing LA City Trunk Line
- Existing Parthenia Trunk Line
- Existing Sepulveda Trunk Line

**Figure 2**  
**Existing Trunk Lines in Project Vicinity**

with the 54-inch-diameter CTLN (rather than a 36-inch-diameter mainline that would be required for local distribution purposes) would provide trunk line system redundancy and resilience to help maintain service resulting from potential damage to one or more trunk lines during seismic events.

### **1.5 Project Objectives**

The objectives of the project are to: 1) replace the existing LACTL from the Van Norman Complex to the connection with CTLS Unit 1; and 2) increase reliability and resiliency to the Los Angeles Reservoir service area.

### **1.6 Description of the Proposed Project**

#### **Proposed CTLN Route**

The proposed route for the CTLN is depicted in Figure 3. It would originate at the northern end within the Van Norman Complex, where it would follow the alignment of the existing LACTL. The CTLN installation in the Van Norman Complex would be achieved by traditional open trench construction methods. This would entail removing the aboveground segment of the LACTL, excavating a trench approximately 10 feet in width and approximately 12 to 15 feet in depth, placing pipeline sections of nominally 40 feet in length in the trench, and backfilling the trench.

After leaving the Van Norman Complex, the route of the CTLN would continue to follow the existing LACTL alignment southeast along Stranwood Avenue between Rinaldi Street and San Fernando Mission Boulevard. Because it would follow the LACTL, this segment of the CTLN would be installed via a “slip-lining method” involving the placement of the new 54-inch-diameter CTLN (the “carrier” pipe) within the larger 72-inch-diameter LACTL (the “host” pipe). Launching and receiving pits would be excavated at generally widespread locations, depending on the straightness of the alignment, from which the CTLN pipe sections would be fed through the LACTL. The slip-lining method of pipeline installation reduces the extent of surface disruption when compared to open-trench construction. The slip-lining segment would include the region beneath the San Diego Freeway (I-405). This would require several launching/receiving pits excavated within the roadway but would not involve disturbance of most of the street surface in this segment.

Once reaching San Fernando Mission Boulevard, the CTLN route would diverge from the LACTL alignment, proceeding east along San Fernando Mission Boulevard and Brand Boulevard, southeast along Arleta Avenue, and southwest along Branford Street to Canterbury Avenue. Within this portion of the route, which would constitute the majority of the CTLN at about 27,000 feet, the pipeline would be installed entirely via open-trench construction because no host pipe (i.e., the existing LACTL) would be available to accommodate slip-lining. At major intersections, freeway underpasses, and flood-control channel crossings within this portion of the route, a jack and bore method would be employed, which involves installing the pipeline at greater depths from a launching pit and to a receiving pit, thus avoiding surface disruption between the pits.





Source: Esri 2018; Created by: AECOM, 2018.



0 0.5 1 Miles

— Proposed City Trunk Line North

**Figure 3**  
**Proposed Project**

Once reaching Canterbury Avenue at Branford Street, the CTLN route would again follow the alignment of the existing LACTL to the southeast, and, therefore, it would be installed via the slip-lining method until reaching the Tujunga Spreading Grounds, where it would connect to the existing CTLS. This would require several launching/receiving pits but not excavation along most of the roadway in this segment.

### **Route Selection**

The above described route was determined based on several factors, including trunk line system operations, the requirement to maintain adequate water service to the communities currently served by the LACTL, constructability considerations, and trunk line system resilience.

In order to establish the linkage within the trunk line system to functionally replace the northern portion of the LACTL and thereby serve as a transmission conduit for water to areas of the City south of the San Fernando Valley, the CTLN must originate at the Van Norman Complex on the north and connect to the CTLS adjacent to Tujunga Spreading Grounds on the south. However, in addition to providing a connection between these ends points, in order to continue to provide direct supply to the communities currently served by the LACTL, the CTLN must also be located centrally within the existing service area. These two factors established the primary parameters for the proposed route for the CTLN.

Where feasible, slip-lining is a preferred method for trunk line replacement compared to open-trench construction based on cost, time of installation, decreased conflicts with sub-structures, maintaining existing service alignments and connections, and reducing surface disruptions along the pipeline route. Therefore, slip-lining is proposed for the CTLN at the northern end of the proposed route, within the Van Norman Complex (except where the LACTL is currently exposed aboveground) and along Stranwood Avenue between Rinaldi Street and San Fernando Mission Boulevard, where the LACTL is located beneath and is accessible from existing roadways.

However, because the LACTL was built over 100 years ago, at a time when the San Fernando Valley was largely undeveloped, the pipeline alignment does not always follow existing roadways. This is the case for approximately 1 mile south of Stranwood Avenue, between San Fernando Mission Boulevard and San Jose Street, where the LACTL is located beneath existing commercial and residential properties that were developed since the LACTL was originally installed. Therefore, slip-lining, which would require access to the LACTL from launching/receiving pits located within the roadway, is not feasible within this segment, and it is necessary to reroute the CTLN away from the LACTL alignment at San Fernando Mission Boulevard and instead employ an open-trench construction method.

In general, wider roads are preferred for open-trench trunk line installation to minimize direct impacts to residential neighborhoods and allow for ease of access for construction and future maintenance activities. Sepulveda Boulevard is a wide road adjacent to the LACTL near San Fernando Mission Road. However, in addition to the inherent construction conflicts of rerouting the CTLN southerly along Sepulveda Boulevard because of the existing Sepulveda Trunk Line, this alignment would place the proposed CTLN outside the existing LACTL service area. Furthermore, as discussed above, one objective of the CTLN is to provide redundancy and resilience for the trunk line system in the eastern San Fernando Valley, which would not be achieved by routing the CTLN within the same corridor as the Sepulveda Trunk Line. Instead, the proposed project route along Arleta Avenue locates the

CTLN in a wide road while achieving the dual objectives of being located within the existing LACTL service area and providing a redundant trunk line pathway to increase system resilience in the event of potentially damaging seismic events.

South of the intersection of San Jose Street and Woodman Avenue, the LACTL is again located beneath existing roadways or the Pacoima Spreading Grounds until it reaches Tujunga Spreading Grounds. However, the majority of this alignment, between Pacoima Spreading Grounds and Branford Street, has been reserved for the installation of a proposed 42-inch-diameter recycled water pipeline as part of the Los Angeles Groundwater Replenishment Project. This recycled water pipeline had previously been proposed for installation in Arleta Avenue via open-trench construction beginning in 2020. However, its installation has now been deferred to approximately 2030, and its proposed alignment has been relocated to Canterbury Avenue because the material and size of the recycled water pipeline make it better suited for slip-lining within the existing LACTL. Canterbury Avenue, a relatively narrow-width roadway, cannot accommodate both the recycled water pipeline and the CTLN. Therefore, the CTLN would continue southeast along Arleta Avenue until Branford Street, bypassing the proposed alignment of the recycled water pipeline in Canterbury Avenue.

Because the CTLN must connect to the CTLS at the southwest side of Tujunga Spreading Grounds, it would be routed southwest along Branford, turning southeast along Canterbury, which runs along the southwest perimeter of the spreading grounds. Within Canterbury, the CTLN would again follow the LACTL alignment and, therefore, would be slip-lined.

## **Project Operations**

The CTLN would remain pressurized at all times to supply water to the surrounding service area. Connections to various trunk lines would be opened as necessary to support the water transmission system. These functions would not require any additional supplies to the City's drinking water system. With the exception of minor appurtenant facilities that would be located above ground in the public right of way (such as utility cabinets), the CTLN would be located entirely underground and would not be visible. Activities associated with long-term operations and maintenance would be minimal, limited to scheduled maintenance or emergency repair. No additional permanent workforce would be required to operate the CTLN.

### **1.7 Construction Schedule and Procedures**

The CTLN would be built in two units based on the type of pipe material employed. Unit 1 would extend from the Van Norman Complex to the intersection of Arleta Avenue and Terra Bella Street, a distance of approximately 21,000 feet (Figure 4). The proposed CTLN alignment would cross several active earthquake faults within Unit 1. Therefore, it has been determined that earthquake resistant ductile iron pipe (ERDIP) should be utilized to provide resilience during seismic events. ERDIP functions to maintain greater flexibility at the joints between pipe sections such that segments of the pipeline can expand, contract, and move laterally in response to movement of the earth caused by a seismic event, thus minimizing failures.





**Figure 4**  
**Proposed Unit 1 of CTLN**



Approximately 2,700 feet of Unit 1 would be located within the Van Norman Complex, and the balance would be located with public streets. Based on preliminary estimates, approximately 14,000 feet of Unit 1 would be installed using traditional open-trench construction, approximately 5,000 feet by slip-lining the new pipe within the existing LACTL, and a total of approximately 2,000 feet using a jack and bore method at several sites along the alignment. Regardless of the method of installation, ERDIP would be employed. Based on preliminary schedules, construction on Unit 1 of the CTLN is anticipated to begin in early 2022 and end in late 2028. During this period, only relatively limited portions of the proposed route would actually be under construction at any given time.

Unit 2 of the CTLN would extend from the intersection of Arleta Avenue and Terra Bella Street to the CTLS in Canterbury Avenue, just west of Tujunga Spreading Grounds, a distance of approximately 11,800 feet (Figure 5). The trunk line would not cross any active earthquake faults within Unit 2. Therefore, although pipe joints would be designed to withstand the applicable seismic loads, ERDIP is not required, and welded steel pipe would be utilized. All of Unit 2 would be located within public streets. Based on preliminary estimates, approximately 7,200 feet of Unit 2 would be installed using traditional open-trench construction, approximately 3,100 feet by slip-lining the new pipe within the existing LACTL, and a total of approximately 1,500 feet using a jack and bore method at several sites along the alignment. Construction on Unit 2 would be initiated before construction on Unit 1. Based on preliminary schedules, construction on Unit 2 is anticipated to begin in mid-2019 and end in mid-2026. As with Unit 1, only relatively limited portions of the proposed route would actually be under construction at any given time during this period.

Because there would be an approximately 4-year overlap in the construction schedules for Unit 1 and Unit 2, construction within each unit would occur concurrently during this period. However, the zones under construction within each unit at a given time would likely be widely separated. The total construction time for the CTLN project is estimated to be approximately 9 years.

The installation of the CTLN would require the establishment of temporary construction work zones that would occupy traffic lanes, which, depending on the width of the roadway and the type of installation (i.e., open-trench, slip-lining, or jack and bore), would result in partial or complete street closures in the segment under construction.

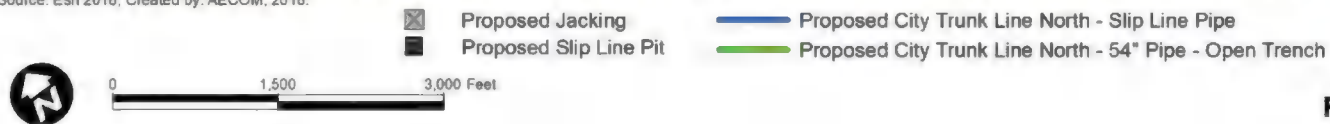
### **Open-Trench Construction in Wider Streets**

The segment of Branford Street between Canterbury Avenue and Arleta Avenue and the segment of Arleta Avenue between Branford Street and Fox Street are approximately 60-foot wide, four-lane thoroughfares, usually with parking along both sides of the street and a center turning lane. The CTLN installation within these segments would involve open-trench construction, which would occupy several lanes of traffic. At least one travel lane in each direction would be maintained at all times in the portion of the roadway under construction, but on-street parking lanes may be temporarily eliminated during construction.

Within these wider streets, construction work zones may be 1,000 feet or more in length, often delimited by street intersections. These large work zones allow for the continuous installation of the pipeline in longer spans without the requirement to frequently relocate barriers, equipment, and construction support functions and modify traffic control elements, which hampers the pipeline installation process but does not substantially improve the flow of traffic in the vicinity of the construction. In addition to the actual work zones, lane



Source: Esri 2018, Created by: AECOM, 2018.



**Figure 5**  
**Proposed Unit 2 of CTLN**

transition zones of several hundreds of feet would be required extending outward from the work zone to shift approaching traffic to the single travel lane that would be available in each direction adjacent to the work zone.

The actual construction process within these areas would involve several steps. The only variation in this process between the use of ERDIP and welded steel pipe (i.e., between Unit 1 and Unit 2) is that the ERDIP has a bell-and-spigot type gasket joint that is essentially pushed together, while the steel pipe sections must be welded together. This variation would create no appreciable difference in the overall process or schedule for the trunk line installation.

The initial step of the installation would be establishing the construction work zone to allow for the safe and efficient installation of the pipe. This would be accomplished by first installing traffic controls, including restriping of lanes, signage, and traffic signal modifications to merge traffic and direct it around the work zone. K-rail barriers would then be installed around the actual work zone to demarcate the zone and provide a safe working area. Placing the barriers would require the use of a forklift or other means of construction equipment. Mobilization of the work zone would include delivering construction equipment and materials to the site and establishing field offices and other personnel support facilities necessary for construction to proceed.

Once the work zone has been established, subsurface utility exploration would be conducted to verify the vertical and horizontal location of underground utilities that must be avoided, protected, or relocated during the trunk line installation. This would involve using an excavator to remove the pavement and soil to expose the utilities. The pavement over the trench would be stripped using an excavator and a front loader. The pavement would be hauled from the site and either reclaimed for use as paving material or road base material, or it would be taken to a landfill as inert debris that can be recycled for beneficial uses, including as road base for internal landfill use.

Because of the depth of excavation (approximately 12 to 20 feet), shoring to support the walls of the trench would be required to provide a stable and safe working environment. The type of shoring system used would be dependent on soil conditions, but for planning purposes, it is assumed that steel H-beams supporting steel plates would be utilized. Prior to any excavation of the trench, the H-beams would be set as vertical piles along both edges of the trench, appropriately spaced to support the steel plates. The H-beam piles would be installed by either pre-augering holes or by using vibratory piling equipment. Installing the piles would be accomplished using a crane or vibratory piling equipment with various attachments, depending on the method.

The above steps, from traffic control to installing the shoring piles, would be completed before any of the actual pipe installation tasks begin and would take approximately one month for each separate construction work zone.

After the shoring piles are in place, work would begin on installing individual pipe sections, which are nominally 40 feet in length. First, a trench approximately 10 feet wide and 12 to 20 feet deep would be excavated, with the steel shoring plates lowered between the H-beams as the depth of trench increases. The excavated material would be loaded onto trucks parked adjacent to the trench and hauled from the work zone. It is anticipated that all excavated soils would be hauled to a local landfill. After a sufficient length of trench is excavated, a pipe section would be placed in the trench by a lattice-boom crawler crane and joined to the preceding pipe section. The ERDIP would be joined with a bell-and-spigot

gasket joint, and the steel pipes would be joined with a welded joint. Once the pipe joint is complete, cement slurry bedding material would be placed under the newly installed pipe section to secure its position.

The installation of a pipe section as described above would take approximately 5 days, including trench excavation, shoring, pipe segment placement, and pipe joining. However, as two pipe sections are being joined, the work on the succeeding pipe section would be initiated, beginning with the excavation of the trench. In this manner, the work associated with two adjacent pipe sections would overlap by about 2 to 3 days.

Once approximately five pipe sections have been installed, the trench would be backfilled with a cement slurry to below the top of pavement. The cement slurry would be delivered in concrete trucks. The backfilling operation would take approximately 4 days, but it would overlap with the continued installation of pipe sections in the forward segments of the trench. When approximately 15 pipe sections (about 600 feet) have been backfilled, the H-beam shoring piles would be extracted and the pile holes backfilled. This portion of the trench would then be graded and repaved.

In addition to the pipe sections, various appurtenances, such as valves, gages, and maintenance holes, would also be installed as required. The general process for installation of these appurtenances would be similar to the pipe sections and would occur within the designated work zones.

The above described process would be repeated until all the pipe had been installed within the designated construction work zone. The time-frames indicated above are approximate, and unforeseen conditions, such as previously undetected underground utilities, may affect the pace of construction. After completion of the work within a given work zone, equipment, materials, and facilities would be removed from the zone, the pavement would be restored and restriped, and the K-rail barriers would be removed. Depending on the length of the work zone and actual conditions, active construction within an individual work zone may last for approximately 7 to 10 months. The entire process would then be repeated for the next construction work zone, which may or may not be in an adjacent section of the roadway.

As mentioned above, various pieces of construction equipment would be used to accomplish the open-trench installation of the CTLN. These would include equipment such as an excavator, front loader, lattice-boom crawler crane, utility trucks, sweeper, hauling trucks, and generator. These pieces of equipment would not operate continuously during the day and generally would not operate simultaneously.

Trucks would haul debris and excavated material from the site and deliver construction materials to the site. The daily peak of haul truck trips would occur during the excavation of the trench for each pipe section, which may require about 20 dump trucks per day, assuming a 12-cubic yard truck capacity. The daily peak of delivery trucks would occur during the backfilling of the trench with the soil-cement slurry, which may require about 20 concrete trucks per day, assuming a 9-cubic yard truck capacity. The excavation and backfilling operations may occur simultaneously, which would result in a peak of 40 truck trips per day.

The open-trench installation would require approximately 20 construction personnel to complete. Additional supervisory personnel may also be present at times. All personnel vehicle parking would be accommodated within the construction work zone boundaries. In

addition, all materials laydown, equipment parking, and support facilities would also be accommodated within the work zone.

### **Open-Trench Construction in Narrower Streets**

In some segments of the proposed CTLN route where an open-trench installation would be required, the width of the roadway may be too narrow to allow for the retention of traffic lanes during construction. Such areas would include Arleta Avenue north of Fox Street and portions of San Fernando Mission Boulevard between Noble Avenue and Stranwood Avenue. Because of the width of the trench and the required construction access and safety setbacks adjacent to the trench, the roadway would be entirely closed to through traffic in these locations during construction.

However, work in narrower roadways would be completed in smaller segments of several hundred feet, rather than the 1,000-foot or greater work zones that would occur in wider roadways. This would help maintain as much access along the roads, at intersections, and to driveways as possible and allow for a shorter timeframe to complete construction in a given work zone. While through traffic would be prohibited, local access to residences and businesses within the work zone would be maintained throughout construction. When practical, portions of the roadway under construction may also be reopened during non-work hours by removing barriers and placing steel plates over open trenches.

The general construction process for open-trench installation in narrower roadways would be similar to the process described above for wider roadways. That is, the work zone would be established; equipment, materials, and support facilities would be mobilized; subsurface utility exploration would be conducted; shoring piles would be set; excavation, shoring, pipe segment placement and joining, backfilling, and repaving would occur successively along the trench length; and the work zone would be removed and the street restriped as applicable. Even though the individual work zones would be smaller and under construction for a shorter time than in wider roads, because the process is similar, the numbers and types of equipment, truck trips, and personnel on a daily basis would be the same.

### **Jack and Bore Method**

As mentioned above, a jack and bore method would be used to install the CTLN at several types of locations along the open-trench route. These would include crossing beneath large flood control channels, where an open trench would be precluded, and beneath major roadway intersections, where cross-traffic may be heavy and substructures, such as large pipes, may be more common. In addition, the Arleta Avenue underpass of the Ronald Reagan Freeway (SR-118) would not provide the necessary vertical clearance for the operation of an excavator or crane to excavate a trench and to lift and place pipe sections into the trench. Therefore, a jack and bore installation would also be used to pass beneath the freeway.

The jack and bore method entails excavating a launching pit and a smaller receiving pit, spanning the area to be avoided (i.e., intersection, flood control channel, or freeway underpass). The pits would be deeper than the typical trench depth, at 25 feet or greater, depending on conditions. The pits would be accommodated within the trenching construction work zone limits and would not necessitate the closure of additional traffic lanes. Because of the depth of excavation, interlocking, corrugated steel sheet piles would likely be used as shoring material to stabilize the pit walls. After the road pavement has



been stripped, the sheet piles would be installed prior to any excavation using a lattice boom crane and vibration-free hydraulic piling equipment. No impact piling-driving would be involved. After the piles have been installed, the pits would be excavated, and the excavated material would be loaded onto trucks parked adjacent to the pit and hauled from the construction work zone to a local landfill.

The jack and bore process involves the installation of a casing pipe between the launching and receiving pits. The new trunk line would then be placed within the casing pipe. The installation of the casing pipe would require the use of a hydraulic boring machine, which would be located at the bottom of the launching pit. The boring machine would push casing pipe sections forward through the ground towards the receiving pit, while an auger with a cutting head housed inside the casing pipe simultaneously bores into the earth. As each casing pipe section is pushed all the way forward, a new pipe section, also containing an auger, would be lowered into the pit, joined to the previous casing pipe section, and pushed forward by the boring machine. The spoils from boring process would be continuously transported back to the launching pit by the auger and deposited into a receptacle, which would be hoisted to the surface by an excavator and transferred to a dump truck to be hauled off site. Once the casing pipe emerges at the receiving pit, the auger sections would be pulled back to the launching pit, where they would be hoisted out.

After the casing pipe is in place, the new trunk line pipe sections would be pushed through from the launching pit to the receiving pit. Radial spacers would be strapped to the trunk line to maintain clearance between the edges of the casing pipe. Grout would be injected to permanently fill the gap between the casing pipe and trunk line. The boring equipment would be removed and transported from the work zone. There would generally be no more than one jack and bore location within a given trenching work zone.

Connections to the trunk line located in the sections of trench adjacent to the launching and receiving pits would be made, and bedding material would be placed under the newly installed pipe sections in the pits to secure them in position. The shoring piles would be removed, and the pits would be backfilled with soil-cement slurry to below top of pavement. The pits would be repaved during the repaving of the work zone.

Establishing the launching and receiving pits, including shoring, excavation, and placement of all equipment may take several weeks. Once the pits are established, the pipe casing would be installed at an average rate of about two to three pipe sections per day. The overall time to complete a jack and bore installation would depend on the actual site and the length of the bore required. For example, crossing beneath major intersections may be about 200 feet, while crossing beneath SR-118 may require about 400 feet of boring. However, on average, the entire jack and bore operation at a given location would be expected to take about 2 months.

As mentioned above, various pieces of construction equipment would be used to accomplish the jack and bore installation, including an excavator, front loader, lattice-boom crawler crane, utility truck, generator, and the hydraulic boring machine. These pieces of equipment would not operate continuously during the day and generally would not operate simultaneously. Trucks would haul excavated material from the pit and the spoils from the boring operation as well as deliver construction materials. The jack and bore installation would require approximately 10 construction personnel. All personnel vehicle parking would be accommodated within the construction work zone boundaries. In addition, all materials

laydown, equipment parking, and support facilities would also be accommodated within the work zone.

### **Slip-Lining**

As mentioned above, slip-lining would occur where the proposed alignment for the CTLN coincides with the LACTL in Stranwood Avenue, at the north end of the proposed CTLN route, and in Canterbury Avenue, at the south end of the route. The slip-lining method would entail the use of launching pits, where the CTLN (the carrier pipe) would be inserted into the LACTL (the host pipe), and receiving pits, where the carrier pipe string would emerge at the end of a slip-lining span. The distance between the launching and receiving pits would depend primarily on bends in the LACTL and the desire to limit construction impacts at road intersections. However, spans of between 1,000 and 1,500 feet are anticipated.

During construction, service to the immediate area along Canterbury Avenue will be maintained by the parallel 6-inch and 8-inch main lines. The Fillmore and Sutter Regulator Station and the Montague and Glenoaks Regulator Station to east of the LACTL would be utilized to provide supply on the east side of the proposed alignment. Sepulveda TL will provide the supply on the west side of the proposed alignment via 12-inch connections to the distribution system.

Between the launching and receiving pit work zones, the road surface would not be disturbed, and all traffic lanes would remain open. Because Stranwood Avenue and Canterbury Avenue are relatively narrow streets (approximately 36 feet wide), the roadway would be entirely closed to through traffic at the launching pit work zone during construction to safely accommodate equipment and materials. However, local access to residences and businesses within the work zone would be maintained throughout construction. In addition, when practical, the roadway may also be reopened during non-work hours by removing barriers and placing steel plates over the pits. The road may remain partially open at the receiving pit location because little construction activity or equipment operations would occur there.

The general procedure for the slip-lining would be to establish the work zone surrounding the launching pit by placing barriers and traffic signage, and mobilizing equipment, materials, and construction and personnel support facilities. The work zone surrounding the launching pit may be approximately 200 feet long to accommodate construction operations, equipment, deliveries, and pipe section and other materials storage. The work zone surrounding the receiving pit would be smaller because little construction activity would occur at the receiving pit.

The launching pit would then be excavated to expose a section of the LACTL. Within the pit, a section of the LACTL would be removed to provide an opening for slip-lining the carrier pipe into the host pipe. The pit would be approximately 12 feet deep (the depth of the bottom of the LACTL) and approximately 15 feet wide and 40 feet long. Because of its depth, the pit would be shored to provide a safe working environment. A similar pit would be excavated and shored at the receiving end of the slip-lining span and a section of the LACTL would be removed. The pits would be located so as to not block intersections or driveway access.

Pipe sections would be lowered onto a cradle in the launching pit and pushed forward through the LACTL with a hydraulic pushing machine. Radial spacers would be strapped to the carrier pipe to maintain clearance from the sides and bottom of the host pipe. New

sections would be continuously added as the pipe string was slip-lined into the host pipe. After a pipe string had been installed between two pits, grout would be injected to permanently fill the gap between the carrier and host pipes.

When a slip-lining span is completed, the equipment would be removed from the launching pit, the launching pit would be backfilled with soil-cement slurry, the pavement would be returned to its previous condition, construction barriers would be removed, and the section of road would be reopened to traffic.

The above process would be repeated, with another launching pit constructed at the end of the next span and the pipe string pushed toward the original receiving pit. The pipe strings would be joined at the receiving pit, after which, the receiving pit would be backfilled, the barriers removed, and the road repaved. This process would continue, alternating launching and receiving pits, until the slip-lining section was complete. While only two pits would be in use at a given time for the actual slip-lining (i.e., a launching pit and a receiving pit), three pits may be open at once because the succeeding pit would be excavated while the preceding span was being slip-lined in order to allow construction to proceed without interruption once a span was complete.

Establishing the construction work zones and the launching and receiving pits, including shoring, excavation, and placement of all equipment may take several weeks. Once the pits are established, the pipe would be installed at an average rate of about two to three pipe sections per day. The overall time to complete the installation of a slip-lining span would depend on the length of the span. However, on average, the entire operation in one span between a launching and receiving pit would be expected to take about 2 to 3 months.

The slip-lining construction would require various pieces of equipment, including an excavator, front loader, lattice-boom crawler crane, utility truck, generator, and a hydraulic pushing machine. These pieces of equipment would not operate continuously during the day and generally would not operate simultaneously. Trucks would haul excavated material from the pit, as well as deliver construction materials. The slip-lining installation would require approximately 10 construction personnel. All personnel vehicle parking would be accommodated within the construction work zone boundaries. In addition, all materials laydown, equipment parking, and support facilities would also be accommodated within the work zone.

For the portion of alignment from the Van Norman Complex to San Fernando Mission Boulevard, a temporary pressure regulator station and two bulkheads at the north and south ends of the LACTL at San Fernando Mission Boulevard will be needed. These would allow for LADWP to evaluate the suitability of the pipe for sliplining. The northern bulkhead will isolate the LACTL north to the Van Norman Complex, while the southern bulkhead will allow the remaining LACTL to stay in service and will be supplied by the Sepulveda TL via the temporary pressure regulating station. The temporary pressure regulating station will be sized to provide supply to the LACTL service area.

### **Trunk Line Connections, Testing, and Commissioning**

The CTLN would be connected to several existing trunk lines to provide redundant pathways for water supply. Within the Van Norman Complex, the CTLN would be connected to the 72-inch-diameter Lower Van Norman Bypass Trunk Line, the 60-inch bypass connection to the Stone Canyon Inlet Line, and the 60-inch Los Angeles Reservoir Outlet Line. At Tujunga Spreading Grounds, the CTLN would be connected to the 48-inch Truesdale Trunk Line, the



48-inch Tujunga Pump Station Low Side Discharge Line, and the 66-inch CTLS Unit 1 Trunk Line. The CTLN would also be connected to the Sepulveda Trunk Line at San Fernando Mission Road and Stranwood Avenue. All these connections would include butterfly valves to regulate flows.

To provide water to the existing LACTL service area, the CTLN would be connected to existing distribution mainlines at Stranwood Avenue and Sepulveda Boulevard, and along Arleta Avenue at Chatsworth Street, Van Nuys Boulevard, Terra Bella Street, Osborne Street, and Branford Street.

After the CTLN is installed, it would undergo testing and commissioning, including a hydrostatic pressure test to detect any potential leaks. The new line would then be flushed and disinfected with chlorinated water. Once the CTLN is commissioned, the existing LACTL would be decommissioned and disconnected from all supply lines, but it would be abandoned in place rather than physically removed.

### **Best Management Practices**

The following best management practices (BMPs) would be employed during construction of the proposed project, to help minimize or eliminate potential impacts to the environment. BMPs are distinguished from mitigation measures because they are: 1) existing practices or measures required by law, regulation, or policy; 2) ongoing, regularly occurring practices; and 3) not unique to the proposed project.

- The proposed project would implement Rule 403 dust control measures required by the South Coast Air Quality Management District (SCAQMD), which would include the following:
  - Water shall be applied to exposed surfaces at least two times per day to prevent generation of dust plumes.
  - The construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road:
    - a. Pave the surface extending at least 100 feet and at least 20 feet wide;
    - b. Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or
    - c. Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.
  - All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
  - Construction activity on exposed or unpaved dirt surfaces shall be suspended when wind speed exceeds 25 miles per hour (mph).
  - Ground cover in disturbed areas shall be replaced in a timely fashion when work is completed in the area.
  - A community liaison shall be identified concerning on-site construction activity including resolution of issues related to PM<sub>10</sub> (particulate matter 10 microns in diameter or less) generation.

- Non-toxic soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Traffic speeds on all unpaved roads shall be limited to 15 mph or less.
- Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, water sweepers with reclaimed water shall be used.
- A Storm Water Pollution Prevention Plan (SWPPP), which will include erosion and sediment Best Management Practices (BMPs), shall be developed and implemented for construction activities. The SWPPP may include, but would not be limited to, the following BMPs:
  - Minimizing the extent of disturbed areas and duration of exposure;
  - Stabilizing and protecting disturbed areas;
  - Keeping runoff velocities low; and
  - Retaining sediment within the construction area.

Construction erosion control BMPs may include the following:

- Temporary desilting basins;
- Silt fences;
- Gravel bag barriers;
- Temporary soil stabilization with mattresses and mulching;
- Temporary drainage inlet protection; and
- Diversion dikes and interceptor swales.
- The proposed project may require a Los Angeles Regional Water Quality Control Board's (RWQCB) National Pollution Discharge Elimination System (NPDES) Construction Dewatering permit.
- Residences and businesses near the pipeline alignment would be notified prior to the start of construction (e.g., via flyers) of lane closures and parking restrictions in their vicinity. The notices would include a telephone number for comments or questions related to construction activities.
- The proposed project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance.
- LADWP would coordinate with all applicable agencies regarding construction schedules and worksite traffic control and detour plans, including but not limited to LADOT, the City of Los Angeles Department of Public Works, Bureau of Engineering, the City of Los Angeles Fire Department, and the City of Los Angeles Police Department.

## **1.8 Required Permits and Approvals**

Numerous approvals and/or permits would be required to implement the proposed project. The environmental documentation for the project would be used to facilitate compliance with federal and state laws and the granting of permits by various state and local agencies having jurisdiction over one or more aspects of the project. These approvals and permits may include, but may not be limited, to the following:

### ***City of Los Angeles Department of Public Works, Bureau of Engineering***

- Excavation Permit
- Peak Hour Exemptions

### ***City of Los Angeles Bureau of Street Lighting***

- Street Lighting Permit

### ***City of Los Angeles Bureau of Street Services***

- Tree Trimming/Removal Permit
- Street Closure Permit

### ***City of Los Angeles Department of Transportation***

- Approval of Traffic and Signal Control Plan
- Approval of temporary road closures

### ***Los Angeles County Flood Control District***

- Flood Control Permit

### ***State of California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit***

- Underground Classification Permit for tunneling and jacking locations

### ***State of California Department of Transportation***

- Encroachment Permit

### ***State of California State Water Resources Control Board***

- State wide General Permit for Storm Water Associated with Construction Activities
- State wide General Permit for Potable Water Discharges – includes hydrostatic test water discharges

### ***State of California Los Angeles Regional Water Quality Control Board***

- NPDES for Groundwater Dewatering
- Section 401 Water Quality Certification

### ***United States Army Corps of Engineers***

- Section 408 Permit

## SECTION 2 INITIAL STUDY CHECKLIST

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The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the CEQA Guidelines to determine if the proposed project may have a significant effect on the environment.

### CEQA INITIAL STUDY FORM

**Project Title:**

City Trunk Line North Project

**Lead Agency Name and Address:**

Los Angeles Department of Water and Power  
Environmental Planning and Assessment  
111 North Hope Street, Room 1044  
Los Angeles, CA 90012

**Contact Person and Phone Number:**

Jane Hauptman  
Environmental Planning and Assessment  
Los Angeles Department of Water and Power  
(213) 367-0968

**Project Sponsor's Name and Address:**

Los Angeles Department of Water and Power  
Water Engineering and Technical Services  
111 North Hope Street  
Los Angeles, CA 90012

**Project Location:**

The proposed project would be located in the northeastern portion of the San Fernando Valley in the City of Los Angeles with the trunk line originating at the LADWP Van Norman Complex in the Granada Hills community of Los Angeles and terminating adjacent to the LADWP Tujunga Spreading Grounds in the Sun Valley community of Los Angeles.

**City Council District:**

The proposed alignment of the proposed project would be located within Council Districts 6, 7, and 12.

**Neighborhood Council District:**

The proposed project would be located within the Granada Hills North, Mission Hills, Arleta, and Sun Valley Area Neighborhood Council Districts.

**General Plan Designation:**

The proposed project would be located primarily within the existing road right-of-way, except for approximately 2,700 feet that would be located within the LADWP Van Norman Complex. The properties adjacent to the proposed pipeline alignment include

the following designations: open space, public facilities, very low residential, low residential, low medium residential, limited commercial, community commercial, neighborhood office commercial, and limited manufacturing.

The proposed CTLN alignment would be located within the Granada Hills-Knollwood, Mission Hill-Panorama City-North Hills, Arleta-Pacoima, and Sun Valley-La Tuna Canyon Community Plan areas.

**Zoning:**

The properties along the proposed project alignment are zoned Open Space (OS), Public Facilities (PF), One-Family (R1), Suburban (RA and RS), Restricted Density Multiple Dwelling (RD), Limited Commercial (C1), Commercial (C2), and Limited Industrial (M1).

**Description of Project:**

The CTLN Project would replace the northern section of the LACTL with approximately 33,000 linear feet of 54-inch-diameter trunk line. The proposed CTLN alignment would follow the alignment of the LACTL at its northern and southern ends, where the new line would be slip-lined into the existing LACTL. The CTLN would be realigned to the east of the LACTL, primarily in Arleta Avenue, for the majority of its length. The realigned sections would be constructed using an open trench method. The CTLN would be built in two units. Unit 1 would extend from the Van Norman Complex to the intersection of Arleta Avenue and Terra Bella Street, a distance of approximately 21,000 feet. Unit 2 of the CTLN would extend from Terra Bella Street to the CTLS in Canterbury Avenue, just west of Tujunga Spreading Grounds, a distance of approximately 11,800 feet.

**Surrounding Land Uses and Setting:**

The installation of the proposed project would occur in public streets in the urbanized and fully developed communities of Granada Hills, Mission Hills, Arleta, and Sun Valley. The line would be located in public roadways within residential, commercial, light industrial, public facilities, and open space uses.

**Reviewing Agencies:**

- City of Los Angeles Department of Public Works, Bureau of Engineering
- City of Los Angeles Bureau of Street Lighting
- City of Los Angeles Bureau of Street Services
- City of Los Angeles Department of Transportation
- Los Angeles County Flood Control District
- State of California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit
- State of California, Department of Transportation
- State of California, State Water Resources Control Board
- State of California, Los Angeles Regional Water Quality Control Board

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the Environmental Impacts discussion in Section 3.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality               |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Geology/Soils             |
| <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials    | <input type="checkbox"/> Hydrology/Water Quality   |
| <input type="checkbox"/> Land Use and Planning              | <input type="checkbox"/> Mineral Resources                | <input type="checkbox"/> Noise                     |
| <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Services                  | <input type="checkbox"/> Recreation                |
| <input type="checkbox"/> Transportation/Traffic             | <input type="checkbox"/> Tribal Cultural Resources        | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance |   |  |

**DETERMINATION**

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an environmental impact report is required.
- ☐ I find that the proposed project may have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

*Jane Hauptman for*

Signature

Charles C. Holloway

Manager of Environmental Planning and Assessment  
Los Angeles Department of Water and Power

*1/3/2019*

Date

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?				<b>X</b>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<b>X</b>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				<b>X</b>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?				<b>X</b>
<b>II. AGRICULTURE AND FORESTRY RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				<b>X</b>
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				<b>X</b>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				<b>X</b>
d. Result in the loss of forest land or conversion of forest land to non-forest use?				<b>X</b>
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				<b>X</b>
<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			<b>X</b>	

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		X		



	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d. Disturb any human remains, including those interred outside of formal cemeteries?			X	
<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
<b>VII. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impacts on the environment?			X	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
<b>IX. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?				X
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				X
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				<b>X</b>
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				<b>X</b>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			<b>X</b>	
j. Expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?				<b>X</b>
<b>X. LAND USE AND PLANNING.</b> Would the project:				
a. Physically divide an established community?				<b>X</b>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				<b>X</b>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				<b>X</b>
<b>XI. MINERAL RESOURCES.</b> Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			<b>X</b>	
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				<b>X</b>
<b>XII. NOISE.</b> Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		<b>X</b>		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			<b>X</b>	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				<b>X</b>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		<b>X</b>		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>
<b>XIII. POPULATION AND HOUSING.</b> Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			<b>X</b>	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>XIV. PUBLIC SERVICES</b>				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?				<b>X</b>
ii) Police protection?				<b>X</b>
iii) Schools?				<b>X</b>
iv) Parks?				<b>X</b>
v) Other public facilities?				<b>X</b>
<b>XV. RECREATION</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				<b>X</b>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				<b>X</b>
<b>XVI. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		<b>X</b>		

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?			X	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		X		
<b>XVII. TRIBAL CULTURAL RESOURCES.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed of eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				X
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		X		
<b>XVIII. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				<b>X</b>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			<b>X</b>	
g. Comply with federal, state, and local statutes and regulations related to solid waste?				<b>X</b>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		<b>X</b>		
b. Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.		<b>X</b>		
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			<b>X</b>	

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## SECTION 3

# ENVIRONMENTAL IMPACT ASSESSMENT

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### INTRODUCTION

The following discussion addresses impacts to various environmental resources in accordance with the Initial Study checklist questions contained in Appendix G of the CEQA Guidelines.

#### I. AESTHETICS

**Would the project:**

**a) Have a substantial adverse effect on a scenic vista?**

**No Impact.** The proposed project would not have an adverse effect on a scenic vista. Scenic views or vistas are panoramic public views of various natural features, including the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views may be from park lands, private and publicly owned sites, and public right-of-way.<sup>1</sup> No portion of the proposed CTLN is located within a scenic vista. Furthermore, the proposed CTLN would be located entirely underground and would have no impacts to aesthetic resources. The proposed project would not have an adverse effect on a scenic vista, and no impact would occur.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** Implementation of the proposed project would not damage scenic resources within a state scenic highway. No sections of Interstate 5, California Route 118, U.S. Highway 101, or California Route 170 within the project vicinity are designated as eligible California Scenic Highways.<sup>2</sup> Additionally, no portion of the proposed CTLN is located within a Designated Scenic Highway, as identified in the Mobility Plan 2035 of the City of Los Angeles General Plan.<sup>3</sup> Therefore, no scenic roadways would be altered as a result of the implementation of the proposed project, and no impact would occur.

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<sup>1</sup> City of Los Angeles Department of City Planning, *City of Los Angeles General Plan, Conservation Element*, adopted September 26, 2001.

<sup>2</sup> State of California Department of Transportation. State Scenic Highway Program. Website: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm), accessed February 28, 2018.

<sup>3</sup> City of Los Angeles Department of City Planning, *Mobility Plan 2035, An Element of the General Plan*, adopted September 7, 2016



**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**No Impact.** The proposed CTLN would be located entirely underground and would not affect the visual character or quality of the site or surroundings. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site, and no impact would occur.

**d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

**No Impact.** Implementation of the proposed project would not create a new source of light or glare that would adversely affect day or nighttime views. The proposed project would be constructed only during daylight hours, so no lighting would be required. The proposed CTLN would be located entirely underground and would not be visible once completed. No impact related to light or glare would occur.

## **II. AGRICULTURE AND FORESTRY RESOURCES**

**Would the project:**

**a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The proposed CTLN alignment is located within existing paved roadways in fully urbanized portions of the San Fernando Valley. The project area is designated as Urban and Built-Up Land on the “Important Farmland in California” map prepared by the California Resources Agency pursuant to the Farmland Mapping and Monitoring Program.<sup>4</sup> The proposed project would not be located on or near Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed project would not convert Farmland to a non-agricultural use, and no impact to farmland would occur.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The proposed project would be located within existing paved roadways in fully urbanized portions of the San Fernando Valley. Furthermore, the County of Los Angeles does not offer Williamson Act contracts.<sup>5</sup> Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

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<sup>4</sup> State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping & Monitoring Program, Important Farmland in California, 2016 map. Website: <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed February 28, 2018.

<sup>5</sup> State of California Department of Conservation, Division of Land Resource Protection, Current and Historic Data About Land Conservation (Williamson) Act Status. Website: [http://www.conservation.ca.gov/dlrp/lca/Pages/stats\\_reports.aspx](http://www.conservation.ca.gov/dlrp/lca/Pages/stats_reports.aspx), accessed August 21, 2018.

- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** The proposed project would be located within existing paved roadways in a fully urbanized portion of the San Fernando Valley. No portion of the proposed CTLN alignment is zoned for or developed as forest land or timberland as defined in Public Resources Code Section 12220(g) and Government Code Section 4526, respectively.<sup>6</sup> Therefore, the proposed project would not conflict with existing zoning for or cause a rezoning of forest or timberland, and no impact would occur.

- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** The proposed project would be located within existing paved roadways in a fully urbanized portion of the San Fernando Valley. No portion of the proposed CTLN alignment is developed as forest land or located within or adjacent to forest lands.<sup>7</sup> Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** The proposed project would be located within existing paved roadways. No portion of the project site or surrounding area is identified as Farmland. No forest lands exist within or adjacent to the proposed CTLN alignment. Therefore, the proposed project would not change the existing environment in a way that would result in the conversion of Farmland to non-agricultural use or forest land to non-forest use, and no impact would occur.

### III. AIR QUALITY

The following analysis is based on the *City Trunk Line North Replacement Project Air Quality and Greenhouse Gas Impact Study*, prepared by Terry A. Hayes Associates, Inc. This report is included as Appendix A of this IS/MND.

#### Would the project:

- a) **Conflict with or obstruct implementation of the applicable air quality plan (e.g., the SCAQMD Plan or Congestion Management Plan)?**

**Less Than Significant Impact.** The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing an Air Quality Management Plan (AQMP), which implements federal Clean Air Act and California Clean Air Act requirements, and details goals, policies, and programs for improving air

<sup>6</sup> City of Los Angeles Zoning Information and Map Access System (ZIMAS). Website: <http://zimas.lacity.org/>, accessed February 28, 2018.

<sup>7</sup> Ibid.

quality in the South Coast Air Basin. The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017, and the California Air Resources Board (CARB) on March 23, 2017. The purpose of the 2016 AQMP for the South Coast Air Basin is to set forth a comprehensive program that will lead the region into compliance with federal air quality standards for 1-hour ozone ( $O_3$ ), 8-hour ozone, and 24-hour and Annual particulate matter less than 2.5 microns in diameter ( $PM_{2.5}$ ).<sup>8</sup> With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in the SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) regarding population, housing, and growth trends.<sup>9</sup>

According to the SCAQMD, there are two key indicators of consistency with the AQMP: (1) whether the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and (2) whether the project will not exceed the assumptions in the AQMP based on the year of project buildout including consistency with AQMP land use policies and the population and employment growth projections upon which AQMP forecasted emission levels are based, or the inclusion of air quality mitigation measures.<sup>10</sup>

Localized emissions were analyzed for the proposed project to: (1) ascertain potential effects on localized concentrations; and (2) determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards. Sulfur dioxide ( $SO_2$ ) emissions, assessed as sulfur oxide ( $SO_x$ ) within the SCAQMD thresholds, would be negligible during construction and long-term operations, and, therefore, would not have the potential to cause or affect a violation of the  $SO_2$  ambient air quality standard. Since volatile organic compounds (VOCs) are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in ozone formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established. As shown in Section III(b) below, localized emissions would not exceed the SCAQMD-recommended localized thresholds.

Additionally, the proposed CTLN has no potential to conflict with regional population, housing, and employment growth projections or land use policies. The proposed project would comply with all applicable regulatory standards (e.g., SCAQMD Rules 402, 403, 1166 and 1403) as required by the SCAQMD. As such, impacts would be less than significant.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Less Than Significant Impact.** The proposed project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. The proposed CTLN alignment is located within the Los Angeles County portion of the

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<sup>8</sup> SCAQMD, 2016 Air Quality Management Plan, adopted March 23, 2017.

<sup>9</sup> SCAG, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016.

<sup>10</sup> SCAQMD, The CEQA Air Quality Handbook, 1993.

South Coast Air Basin, which is designated as a non-attainment area for O<sub>3</sub>, and PM<sub>2.5</sub>, and particulate matter less than 10 microns in diameter (PM<sub>10</sub>).<sup>11</sup>

### Construction

The SCAQMD established maximum daily threshold values for air pollutant emissions from CEQA projects within the SCAB to assist in the evaluation of air pollutant emissions. Table 1 shows regional and localized significance thresholds for VOC, nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), SO<sub>x</sub>, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) established by SCAQMD. The localized significance threshold (LST) methodology document contains source receptor area (SRA)-specific values for maximum allowable on-site emissions (i.e., construction equipment and fugitive dust) during construction based on locally monitored air quality, the size of maximum daily disturbed area, and the proximity of sensitive receptors. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values for a one-acre project site having sensitive receptors within 80 feet of the project site boundary in SRA 7.

**Table 1. SCAQMD Air Quality Significance Thresholds – Mass Daily Emissions**

Pollutant	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Construction</b>						
Regional Threshold (lb/day)	75	100	550	150	150	55
Localized Threshold (lb/day)	--	80	498	--	4	3
<b>Operation</b>						
Regional Threshold (lb/day)	55	55	550	150	150	55

Note: LST values selected for 1-acre daily disturbance based on equipment inventory and 25-meter receptor distance in SRA 7.

Source: SCAQMD, 2015.

Construction of the proposed project would implement three construction methods including open trench, jack and bore, and slip-lining. The proposed project would contribute construction air quality emissions through the use of heavy-duty construction equipment, truck delivery and haul truck trips, and vehicle trips generated by construction workers traveling to and from the proposed CTLN alignment. Fugitive dust emissions would primarily result from trenching or excavation activities along the proposed CTLN alignment. The active construction areas along the proposed CTLN alignment would be relatively small and the amount of equipment that could operate in one day would be limited by the size of the active construction zone. It has reasonably been assumed that each construction method would have three pieces of heavy-duty equipment continuously operating each day and one generator. Maximum daily truck trips include 20 haul trucks for open trench, 20 concrete trucks for open trench, four haul/delivery trucks for jack and bore, and four haul/delivery trucks for slip-lining. Open trench would require up to 20 worker trips per day and jack and bore and slip-lining would each require up to ten worker trips per day. It is anticipated that up to two open trench crews and one crew each for jack and bore and slip-lining could simultaneously operate along the alignment.

<sup>11</sup> SCAQMD, National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin, 2016. Website: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2>, accessed September 5, 2018.

The emissions analysis includes Unit 1 activities in 2019 and the initiation of Unit 2 activities in 2022. Unit 1 activities would overlap with Unit 2 activities. However, similar to Unit 1 activities, it is not anticipated that there would be more than four construction crews active at one time. Those crews include two open trench crews and one crew each for jack and bore and slip-lining.

Tables 2 and 3 compare maximum daily emissions in 2019 and 2022 to the applicable SCAQMD air quality significance thresholds. Maximum daily emissions of air pollutants that would be generated by proposed project construction activities would not exceed any applicable regional or localized threshold values. Impacts would be less than significant.

**Table 2. Daily Construction Emissions – Year 2019**

Method	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Open Trench</b>						
On-Site Emissions	1.1	11.0	10.1	<0.1	0.8	0.6
Off-Site Emissions	0.6	17.0	4.8	<0.1	1.3	0.4
<b>Total</b>	<b>1.7</b>	<b>28.0</b>	<b>14.9</b>	<b>&lt;0.1</b>	<b>2.1</b>	<b>1.0</b>
<b>Jack And Bore</b>						
On-Site Emissions	1.1	12.1	9.0	<0.1	0.8	0.6
Off-Site Emissions	0.1	1.7	0.9	<0.1	0.2	0.1
<b>Total</b>	<b>1.2</b>	<b>13.8</b>	<b>9.9</b>	<b>&lt;0.1</b>	<b>1.0</b>	<b>0.7</b>
<b>Slip-Lining</b>						
On-Site Emissions	1.3	13.2	8.6	<0.1	0.8	0.6
Off-Site Emissions	0.1	1.7	0.9	<0.1	0.2	0.1
<b>Total</b>	<b>13.2</b>	<b>14.9</b>	<b>9.4</b>	<b>&lt;0.1</b>	<b>1.0</b>	<b>0.7</b>
<b>Regional Analysis</b>						
Maximum Regional Daily Emissions <sup>a</sup>	17.8	84.7	49.1	<0.1	6.2	3.4
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	No	No	No	No	No	No
<b>Localized Analysis</b>						
Maximum Localized Daily Emissions <sup>b</sup>	--	22.0	20.2	--	1.6	1.2
Localized Significance Threshold	--	80	498	--	4	3
Exceed Localized Threshold?	--	No	No	--	No	No

<sup>a</sup> Maximum regional emissions would be generated by overlapping activities from two open trench crews, one jack and bore crew, and one slip-lining crew.

<sup>b</sup> Maximum localized emissions would be generated by two adjacent open trench crews.

Note: Emissions modeling files can be found in Appendix A.

Source: TAHA, 2018.



**Table 3. Daily Construction Emissions – Year 2022**

Method	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Open Trench</b>						
On-Site Emissions	0.8	7.8	9.7	<0.1	0.6	0.4
Off-Site Emissions	0.5	13.7	4.2	<0.1	1.2	0.4
<b>Total</b>	<b>1.3</b>	<b>21.5</b>	<b>13.9</b>	<b>&lt;0.1</b>	<b>1.8</b>	<b>0.8</b>
<b>Jack And Bore</b>						
On-Site Emissions	0.9	8.4	8.7	<0.1	0.6	0.4
Off-Site Emissions	0.1	1.4	0.7	<0.1	0.2	0.1
<b>Total</b>	<b>1.0</b>	<b>9.8</b>	<b>9.4</b>	<b>&lt;0.1</b>	<b>0.8</b>	<b>0.5</b>
<b>Slip-Lining</b>						
On-Site Emissions	0.9	9.2	8.2	<0.1	0.6	0.4
Off-Site Emissions	0.1	0.4	0.7	<0.1	0.2	0.1
<b>Total</b>	<b>1.0</b>	<b>9.6</b>	<b>8.9</b>	<b>&lt;0.1</b>	<b>0.8</b>	<b>0.5</b>
<b>Regional Analysis</b>						
Maximum Regional Daily Emissions <sup>a</sup>	4.6	62.4	46.1	<0.1	5.2	2.6
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	No	No	No	No	No	No
<b>Localized Analysis</b>						
Maximum Localized Daily Emissions <sup>b</sup>	--	15.6	19.4	--	1.2	0.8
Localized Significance Threshold	--	80	498	--	4	3
Exceed Localized Threshold?	--	No	No	--	No	No

<sup>a</sup> Maximum regional emissions would be generated by overlapping activities from two open trench crews, one jack and bore crew, and one slip-lining crew.

<sup>b</sup> Maximum localized emissions would be generated by two adjacent open trench crews.

Note: Emissions modeling files can be found in Appendix A.

Source: TAHA, 2018.

## Operation

Table 1 also presents the operational mass daily thresholds applicable within the SCAQMD jurisdiction. Operation of the proposed project is not expected to generate air quality emissions as the proposed CTLN would be a passive use. Activities associated with long-term operations and maintenance would be minimal, limited to scheduled maintenance or emergency repair. No additional permanent workforce would be required to operate the CTLN. There is no potential for the proposed project to permanently increase air pollutant concentrations. Therefore, this impact would be less than significant.

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Less Than Significant Impact.** The proposed project would not result in a cumulatively considerable net increase of a criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. The proposed CTLN and the whole of the Los Angeles metropolitan area are located within the SCAB, which is characterized by relatively poor air quality. The SCAB is currently classified as a federal and state for non-attainment area for O<sub>3</sub> and PM<sub>2.5</sub>, a state non-attainment area for PM<sub>10</sub>, and a federal non-attainment area for lead (Pb). It is classified as a federal attainment/maintenance area for carbon monoxide

(CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and PM<sub>10</sub>. It currently meets the state standards for CO and NO<sub>2</sub>.<sup>12</sup>

As discussed in Section III(b) above, air pollutant emissions associated with construction of the proposed project would not exceed any applicable SCAQMD air quality thresholds of significance. Despite the region being in nonattainment of the ambient air quality standards for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, the SCAQMD does not consider individual project emissions of lesser magnitude than the mass daily thresholds to be cumulatively considerable. The proposed project would not result in a cumulatively considerable net increase of nonattainment pollutants. Therefore, this impact would be less than significant.

Activities associated with long-term operations and maintenance would be minimal, limited to scheduled maintenance or emergency repair. No additional permanent workforce would be required to operate the CTLN. There is no potential for the proposed project to contribute to a cumulative impact. Therefore, operational impacts would be less than significant.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptors are located within the 500-foot vicinity of the proposed CTLN alignment, which is located in an urban environment populated with residences, schools, community facilities, parks, medical facilities, and religious institutions.

The SCAQMD devised its LST values to prevent the occurrence of localized hot spots of criteria pollutant concentrations at sensitive receptor locations surrounding the project site. The LST values were determined using emissions modeling based on ambient air quality measured throughout the SCAB. If maximum daily emissions remain below the LST values during construction activities, it is highly unlikely that air pollutant concentrations in ambient air would reach substantial levels sufficient to create public health concerns for sensitive receptors. As shown in Tables 2 and 3, maximum daily emissions of criteria pollutants and O<sub>3</sub> precursors from sources located on the project site would not exceed any applicable LST values. Therefore, construction of the proposed project would not result in exposure of sensitive receptors to substantial concentrations of criteria pollutants.

With regards to emissions of air toxics, carcinogenic risks, and non-carcinogenic hazards, the use of heavy duty construction equipment and haul trucks during

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<sup>12</sup> South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution Appendix D: Cumulative Impact Analysis Requirements Pursuant to CEQA, August 2003.

construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose response is cumulative in nature. Short term exposures to diesel PM would have to involve extremely high concentrations in order to exceed the SCAQMD air quality significance threshold of 10 excess cancers per million.<sup>13</sup>

The total construction time for the CTLN project is estimated to be approximately nine years. However, only relatively limited portions of the proposed alignment would actually be under construction at any given time as construction activities would typically move rapidly along the alignment. In addition, installation activities would be spread over 21,000 feet for Unit 1 and 11,800 feet for Unit 2. The exposure duration at any one location would be over days or weeks, not years. Construction activity would not occur with enough intensity and duration to significantly increase health risk. In addition, the proposed project would be subject to the regulations and laws relating to toxic air contaminants at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations. Therefore, this impact would be less than significant.

Activities associated with long-term operations and maintenance would be minimal, limited to scheduled maintenance or emergency repair. No additional permanent workforce would be required to operate the CTLN. There is no potential for community exposure to air pollutants. Therefore, this impact would be less than significant.

**e) Create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. Such odors may be a temporary source of nuisance to adjacent uses; however, odors from these sources would be localized and generally confined to the immediate area surrounding the project site and would not persist beyond the termination of construction activities. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Therefore, this impact would be less than significant. Operation of the proposed project would not be anticipated to generate new sources of objectionable odors as the proposed CTLN would be below-ground. Therefore, impacts associated with objectionable odors would be less than significant.

<sup>13</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.



#### IV. BIOLOGICAL RESOURCES

The following analysis is based on the *City Trunk Line North Biological Resources Memorandum*, prepared by AECOM. This report is included as Appendix B of this IS/MND.

##### Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**Less Than Significant Impact After Mitigation Incorporated.** A significant impact could occur if the proposed project removed or modified the habitat for, or otherwise directly or indirectly affected, any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

Special-status plant species include those listed as Endangered, Threatened, or Rare or those species proposed for listing (Candidates) by the USFWS, CDFW, or the California Native Plant Society (CNPS).<sup>14,15,16</sup> The CNPS listing is sanctioned by CDFW and serves as its list of "candidate" plant species that meet the definitions of the California Endangered Species Act (CESA), and are eligible for state listing.

Special-status wildlife species include those listed by the USFWS under the federal Endangered Species Act and by CDFW under CESA. USFWS and CDFW list species as either Threatened, Endangered, or as Candidates for listing. Additional species receive federal protection under the Bald and Golden Eagle Protection Act and the *Migratory Bird Treaty Act* (MBTA), and state protection under CEQA Section 15380(d). All birds, except European starlings, English house sparrows, rock doves (pigeons), and non-migratory game birds such as quail, pheasant, and grouse, are protected under the MBTA. Non-migratory game birds are protected under California Fish and Game Code (CFGF) Section 3503. Many other species are considered by CDFW to be California Species of Special Concern, and others are on a CDFW Watch List. The California Natural Diversity Database (CNDDB) also tracks species within California for which there is conservation concern, including many that are not formally listed, and assigns them a CNDDB rank. Although Species of Special Concern, CDFW Watch List species, and some species that are tracked by the CNDDB are not formally listed or afforded official legal status, they may receive special consideration during the CEQA review process. CDFW further classifies some species as "Fully Protected," indicating that the species may not be taken or possessed except for scientific purposes, under

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<sup>14</sup> Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (Title 50 Code of Federal Regulations [CFR] 17.12 [listed plants], Title 50 CFR 17.11 [listed animals] and includes notices in the Federal Register for proposed species).

<sup>15</sup> Species listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (Title 14 California Code of Regulations 670.5).

<sup>16</sup> Plants listed as rare under the California Native Plant Protection Act (California Fish and Game Code Section 1900 *et seq.*).

special permit from CDFW. Additionally, CFGC Sections 3503, 3505, and 3800 prohibit the take, destruction or possession of any bird, nest, or egg of any bird except English house sparrows and European starlings unless authorization is obtained from the CDFW.

A search of relevant regional databases for special-status biological resources in the vicinity of the project area was conducted. The proposed project occurs primarily in the United States Geological Survey's San Fernando quadrangle, extending south into the upper portion of the Van Nuys quadrangle. Searches of these two quadrangles in CDFW's CNDDDB<sup>17</sup> and CNPS's online inventory of rare plants<sup>18</sup> were conducted. The searches indicated that a combined total of 22 plant species from the CNDDDB and CNPS, and 23 wildlife species from the CNDDDB have been documented from the San Fernando and Van Nuys quadrangles. CNDDDB and CNPS lists are included in Appendix B.

The proposed project is located in the heavily-urbanized communities of Granada Hills, Mission Hills, Arleta, and Sun Valley, with its alignment within paved roadways adjacent to residential, commercial, light industrial, public facilities, and open space uses. No natural vegetation communities exist within the proposed CTLN alignment. Ornamental vegetation, including primarily street trees and lawns, lie adjacent to the proposed alignment.

The CNDDDB search indicates very few records of special-status species that coincide with the proposed alignment or immediately adjacent areas, and those that have been recorded, are 35 plus years old and are likely extirpated due to the urban developed nature of the project site and lack of potentially suitable habitat to support any special-status species. Therefore, the proposed project would not result in a substantial adverse impact to listed, candidate, or other sensitive special-status plant or wildlife species.

However, ornamental trees along the project alignment may provide suitable nesting habitat for non-special-status birds protected under the MBTA. Since construction would only occur within the paved road surface, and no trees would be removed, direct impacts to potentially suitable nesting habitat would not occur. However, noise and dust generated during construction could indirectly impact nesting birds resulting in increased nestling mortality due to nest abandonment or decreased feeding frequency. Such indirect impacts due to construction activities occurring during the nesting bird season, generally considered to extend from February 15 through September 15, would be avoided by complying with existing regulations (i.e. MBTA, CFGC) that protect nesting birds. Since entirely avoiding the nesting bird season is not possible due to the nature of the project, compliance would be achieved through the implementation of Mitigation Measure BIO-1, below. With implementation of BIO-1, the indirect impacts of construction on nesting birds would be reduced to less than significant.

<sup>17</sup> California Department of Fish and Wildlife. California Natural Diversity Database. 2018. Full report for San Fernando and Van Nuys, CA quadrangles. Generated September 6, 2018.

<sup>18</sup> California Native Plant Society, Rare Plant Program. 2018. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Accessed September 6, 2018.

### *Mitigation Measures*

The proposed project would implement the following mitigation measure to reduce impacts to biological resources during construction:

**BIO-1:** To avoid or minimize impacts to nesting birds protected under the MBTA and the CFGC, when construction activity occurs during the nesting bird season (generally February 15 through September 15), a pre-construction nesting bird survey shall be conducted by a qualified biologist within 3 days prior to the start of construction activities to determine if active nests are present directly adjacent to the project construction zone. All active nests found shall be recorded, and the biologist shall monitor such nests to ensure nesting activities are not adversely affected during construction, or that construction activities in proximity of the nests would be postponed until the biologist determines that the nest is no longer active.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** Sensitive natural communities are those that are designated as rare in the region by the CNDDDB, support sensitive plant or wildlife species, and/or receive regulatory protection (e.g., Section 404 of the Clean Water Act [CWA] and/or Sections 1600 et seq. of the CFGC).

The proposed project would be located within existing paved roadways in a fully urbanized portion of the San Fernando Valley. No riparian habitat or other sensitive natural communities occur within or adjacent to the project alignment. Therefore, implementation of the proposed project would not result in direct or indirect impacts to any riparian habitat or other sensitive natural vegetation communities. No impacts to riparian habitat or other sensitive natural communities would occur.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** The CWA of 1997, as amended, provides for the restoration and maintenance of the physical, chemical, and biological integrity of the nation's waters. The CWA sets up a system of water quality standards, discharge limitations, and permit requirements. Activities that have the potential to discharge dredge or fill materials into jurisdictional waters of the U.S., which include those waters listed in 33 Code of Federal Regulations 328.3 (Definitions), are regulated under Section 404 of the CWA, as administered by United States Army Corps of Engineers (USACE). Section 401 of the CWA requires a water quality certification from the state for all permits issued by USACE under Section 404 of the CWA. The RWQCB is the state agency in charge of issuing a CWA Section 401 water quality certification or waiver.

The Porter-Cologne Water Quality Control Act (Porter-Cologne) is the basic water quality control law for California and works in concert with the CWA. Under Section

13000 et seq. of Porter-Cologne, the RWQCB is the agency that regulates discharges of waste and fill material within any region that could affect a water of the state (California Water Code [CWC] 13260[a]), including wetlands and isolated waters, as defined by CWC Section 13050(e). A permit under Porter-Cologne is required prior to a project's implementation for any impacts to water bodies and riparian habitat. Additionally, under Section 1602 of the CFGC, a Streambed Alteration Agreement from CDFW is required prior to any activity that would result in the modification of the bed, bank, or channel of a state stream, river, or lake, including water diversion and damming and removal of vegetation from the floodplain to the landward extent of the riparian zone. This permit governs both activities that modify the physical characteristics of the stream and activities that may affect fish and wildlife resource that use the stream and surrounding habitat (i.e., riparian vegetation or wetlands).

No federal or state protected wetlands occur along the project alignment; however, the proposed alignment would cross the Tujunga Wash Channel and the Pacoima Diversion Channel, both of which are concrete lined flood channels in the vicinity of the proposed CTLN. The Pacoima Diversion Channel and Tujunga Wash constitute potentially-regulated waters under federal and state jurisdictions; however, the proposed project would jack and bore the CTLN beneath these channels at the crossing locations. As such, no project work would occur in the channels. Therefore, no impacts to wetlands would occur, and no permit or authorization pursuant to Sections 404 and 401 of the CWA, Section 1602 of CFGC, or Porter-Cologne.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery/breeding sites?**

**Less Than Significant Impact After Mitigation Incorporated.** A wildlife migration corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two comparatively undisturbed habitat fragments, or between a habitat fragment and some vital resources, thereby encouraging population growth and diversity. A viable wildlife migration corridor consists of more than a merely path between fragmented habitats but must also include adequate vegetative cover and food sources for transient species, as well as resident populations of less mobile animals, to survive. They must be extensive enough to allow for large animals to pass relatively undetected, be free of obstacles, and lack any other distraction that may hinder wildlife passage, such as lights or noise.

The proposed project would be located within existing paved roadways in a heavily urbanized environment with no adjacent natural vegetation communities. As a result, direct impacts to a wildlife movement corridor would not occur. However, as discussed in Section IV(c), the Pacoima Diversion Channel and Tujunga Wash intersects with the proposed CTLN alignment and could provide opportunities for local wildlife movement. Since no work would occur in the channels and no night work is proposed, project construction activities are not anticipated to impact the channels' potential to facilitate wildlife movement in the channels.

Additionally, increased noise, dust, and human presence associated with the project construction activities may result in some urban wildlife species (primarily birds) avoiding the immediate project vicinity; however, such indirect effects would be temporary in nature, restricted to the project construction period. As discussed in

Section IV(a) above, through implementation of Mitigation Measure BIO-1, the indirect impacts of construction on nesting activity would be less than significant.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

**Less Than Significant Impact.** In response to the City's declining oak tree population, the City enacted an oak tree protection ordinance in 1982. To further slow the decline of native trees, the City amended the two City Municipal Code sections pertaining to oak trees in April 2006 to include southern California black walnut (*Juglans californica*), western sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*) (Section 17.02 of City Municipal Code). Additionally, trees must be four inches or greater in diameter at 4.5 feet above ground to be considered protected. The Board of Public Works must issue a permit before any alterations to protected trees are made that could cause them to be damaged, relocated or removed. Pruning also requires a permit and must comply with the pruning standards set forth by the Western Chapter of the International Society of Arboriculture.

Two coast live oak trees were documented within the project alignment, occurring in the center median of Brand Boulevard, between Noble and Arleta Avenues. One of these trees is of sufficient size to be categorized as "protected" under the ordinance. The other is a small specimen that does not meet the definition of a "protected" tree. Construction of the proposed project does not require the removal of any trees. Should the coast live oak in the center median require removal, or if it is determined that any other protected tree along the project alignment requires removal or trimming, LADWP would comply with provisions of this ordinance. As such, the project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be less than significant.

- f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** The proposed project occurs in a heavily urbanized environment and does not fall within the area of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved local, regional, or state habitat conservation plan. Therefore, no impact to such plans would occur.

## V. CULTURAL RESOURCES

The following analysis is based on the *City Trunk Line North Project Phase I Archaeological and Paleontological Assessment*, prepared by AECOM. This report is included as Appendix C of this IS/MND.

### Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?**

**Less Than Significant Impact.** The project area and a study area encompassing a 0.5-mile radius around the proposed CTLN alignment were examined for cultural resource investigations and previously recorded cultural resource sites. The archival research included a review of previously recorded archaeological site records and reports, historic site and property inventories, and historic maps. Inventories for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California State Historic Resources Inventory (HRI), California Historical Landmarks, Los Angeles Historic-Cultural Monuments (LAHCM), and Caltrans Historic Bridge Inventory were also reviewed to identify cultural resources within both the project and study areas.

The records search indicated that 23 cultural resources have been previously recorded within a 0.5-mile radius of the proposed CTLN alignment; however, these resources do not occur within the proposed CTLN alignment. Three landmarks, three LAHCMs, twelve historic properties, and five bridges were identified within the 0.5-mile radius of the proposed CTLN alignment. None of these resources occur within the proposed CTLN alignment.

Additionally, the project footprint and surrounding areas were surveyed for historic architectural and archaeological resources that have the potential to be impacted by the proposed project. No archaeological resources were encountered within the project area during the field survey. The field survey identified one cultural resource, an aboveground segment of the San Fernando Siphon of the City Trunk Line. This resource was evaluated and found not to be eligible for listing in either the NRHP or the CRHR. The resource does not meet the level of significance to meet NRHP criteria A through D or CRHR criteria 1 through 4 (see Appendix C). Although greater than 45 years in age, it is not considered a historical resource. The resource does not have specific associations with any historic events that have made a significant contribution to the broad patterns of local, state, or national history, or the cultural heritage of California or the United States (NRHP Criterion A/CRHR Criterion 1); have specific associations with a person whose life was important to local, California, or national history (NRHP Criterion B/CRHR Criterion 2); embody the distinctive characteristics of a type, period, or method of construction or represent the work of a master, or possess high artistic values (NRHP Criterion C/CRHR Criterion 3); or yield information important in the prehistory or history of the local area, California, or the nation (NRHP Criterion D/CRHR Criterion 4). In summary, the exposed segment of the San Fernando Siphon of the City Trunk Line does not meet any NRHP or CRHR criteria for designation and does not retain sufficient integrity to be eligible for the NRHP or CRHR. Additionally, this project would have no adverse effect on historic properties pursuant to Section 106 of the National Historic Preservation Act and its implementing

regulations (36 CFR 800.4). As such, there are no significant historical resources within the proposed project area. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource, and the impact would be less than significant.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?**

**Less Than Significant Impact With Mitigation Incorporated.** Review of previous investigations in the vicinity of the proposed CTLN alignment and of the prehistoric context for the area provides an understanding of the potential for encountering prehistoric sites in the project area. Additionally, subsequent land use helps determine whether archaeological remains have been preserved.

In addition, a cultural resources field survey of the proposed CTLN alignment was conducted on April 25, 2018. The survey did not result in the identification of any previously unknown archaeological resources. Although no archaeological resources were identified within the project footprint from the background research and cultural resources field survey, potentially eligible buried archaeological resources may exist. Archaeological deposits can be buried with no surface indications of their existence, particularly in developed areas or in areas of alluvial deposits. The level of potential site preservation below the modern roads remains unknown.

Although no cultural resources are recorded within the project area, prehistoric and ethnographic sites are documented on the Van Norman Dam Complex property and in the vicinity of Mission San Fernando. In addition, the former stagecoach road from Fort Tejon formerly passed through the Van Norman Dam Complex Property and along today's Strathern Avenue to Mission San Fernando. Archaeological materials may have been left behind by people using this road. Artifacts may be buried and now covered by the asphalted modern roads through the project area. A segment of the project area follows San Fernando Mission Boulevard, cutting through former mission lands. Mission buildings are located immediately to the north of the project area. To the south of the project area, in Brand Park Memory Garden, are remains of mission structures, including a fountain and a soap oven. Other buildings and structures that no longer have remains visible on the surface are depicted on historic maps in what is now Brand Park. Moreover, maps show a mission canal or irrigation ditch passing through the project area on what is today San Fernando Mission Boulevard. Mission San Fernando and the former Lopez Stage Station are also documented as the sites of prehistoric villages. The proposed project's location relative to the nearby water sources would have provided access to important resources during all periods of prehistory. Subsequent land use has included modern and historic development. It is possible that archaeological resources could be buried beneath the ground surface, especially in areas where development has included only minimal ground disturbance where the roadway may have effectively capped buried prehistoric or historic resources.

Based on the results of the records search and the Native American contact program, the project area is culturally sensitive for prehistoric and/or historic archaeological resources, including Native American resources. Such resources may lie beneath the surface obscured by pavement or buried beneath alluvial sediment. Because the potential to encounter archaeological resources exists for this project, implementation

of Mitigation Measures CR-1 through CR-3 would ensure impacts to archaeological resources would be less than significant.

#### *Mitigation Measures*

**CR-1** Archaeological monitoring shall occur during ground-disturbing activities over 10 feet in depth. The archaeological monitor shall have the authority to redirect construction equipment, in coordination with the construction manager, in the event potential archaeological resources are encountered. Pursuant to California Public Resources Code Section 21083.2(i) regarding provisions related to the accidental discovery of archaeological resources, the following procedures shall be followed if such resources are accidentally encountered during ground-disturbing activities. In the event archaeological resources are encountered, work within 25 feet of the discovery will halt until appropriate treatment of the resource is determined by a qualified archaeologist. If Native American cultural materials are encountered during project-related ground disturbance, a trained Native American consultant shall be engaged to monitor ground-disturbing work in the area containing the Native American cultural resources. This monitoring would occur on an as-needed basis and would be intended to ensure that Native American concerns are taken into account during the construction process.

**CR-2** A qualified cultural resources specialist shall prepare a cultural resources monitoring and mitigation plan (CRMMP) for the project. The plan will outline areas of high sensitivity for the project and define monitoring locations. It will describe monitoring procedures and treatment measures for potential discoveries. Finally, it will establish key staff and notification procedures to ensure compliance with appropriate state and federal laws.

**CR-3** Prior to construction, construction personnel and supervisory staff shall be given training on possible archaeological resources that may be present in the area in order to establish an understanding of what to look for during ground-disturbing activities.

#### **c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact With Mitigation Incorporated.** A consultation of the *U.S. Geological Survey Preliminary Geologic Map of the Los Angeles 30' X 60' Quadrangle, Southern California* and the *Geologic Map of the San Fernando and Van Nuys (North 1/2) Quadrangles* indicates that the surficial sediments of the project area consist of younger Quaternary Gravels and Alluvium and artificial fill.<sup>19,20</sup> The field visit did not reveal the presence of any local conditions that would contradict this assertion or require special consideration. These deposits are younger than 10,000 years old. Consequently, such deposits have a low probability of yielding fossils, including vertebrate fossils or other scientifically significant fossils.

<sup>19</sup> Yerkes, Robert F., and Russell H. Campbell (2005), 2005 Preliminary Geologic Map of the Los Angeles 30' x 60' Quadrangle, Southern California. U.S. Geological Survey Open-File Report 2005-1019. Available online: <http://pubs.usgs.gov/of/2005/1019/> Accessed August 2, 2017.

<sup>20</sup> Dibblee, T. W., and H. E. Ehrenspeck, editors. 1991 Geologic Map of the San Fernando and Van Nuys (North 1/2) Quadrangles, Los Angeles County, California. Camarillo, CA: Dibblee Geological Foundation.



However, older alluvium underlies the younger alluvium at unknown depths. This older alluvium has the potential to contain significant fossil deposits. If paleontological deposits are encountered during excavation or ground-disturbing activities, the proposed project would require implementation of Mitigation Measure CR-4 to reduce impacts to less than significant.

*Mitigation Measures*

**CR-4** If paleontological deposits are encountered during excavation or ground-disturbing activities, LADWP should contact a qualified paleontologist to evaluate and determine appropriate treatment for the resource in accordance with PRC Section 21083.2(i). If any paleontological resources are encountered during ground-disturbing activities, work within 25 feet of the find will be temporarily halted and the paleontologist will be called to the project site to examine and evaluate the resource in accordance with the provisions of CEQA. Work may continue on other parts of the project while consultation and treatment are conducted.

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less Than Significant Impact.** A Sacred Lands File search and Native American contact program were conducted for the proposed project, and no dedicated cemeteries or other places of human internment are known to exist within the project area. No evidence of human remains was observed on the surface during the field survey. Although not expected, human remains could be encountered during construction. In the event that any human remains or related resources are discovered, such resources would be treated in accordance with state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate, including CEQA Guidelines Section 15064.5(e). Work within 25 feet of the discovery would be suspended until the remains are evaluated by the county coroner as to the nature of the remains. If the remains are determined to be of Native American origin, the Native American Heritage Commission would be contacted and a Most Likely Descendent identified pursuant to Public Resources Code Section 5097.98 and California Code of Regulations Section 15064.5. Compliance with existing regulations would ensure that impacts related to the discovery of human remains would be less than significant.

## **VI. GEOLOGY AND SOILS**

**Would the project:**

**a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant Impact.** The proposed project would not expose people or structures to new adverse effects associated with the rupture of a known

earthquake fault. There are numerous known earthquake faults in the vicinity of the proposed CTLN alignment, but the proposed CTNL alignment does not cross an Alquist-Priolo Earthquake Fault Zone, as indicated on the maps issued by the State Geologist for the San Fernando and Van Nuys area.<sup>21</sup> However, a small portion of the CTLN at the northern end of the proposed alignment is located in a City-designated fault rupture zone.<sup>22</sup> Furthermore, several active faults are known to cross the route of CTLN. One purpose of the proposed project is to increase seismic resilience of the City's water distribution system, including through the replacement of the LACTL, which, based on age and materials, is more susceptible to potential damage from a seismic event. Consequently, those portions of the proposed CTLN that would be crossed by faults, would utilize ERDIP. Additionally, the proposed CTLN and all appurtenances would be constructed in accordance with applicable state and local seismic related standards, including, but not limited to, appropriate pipe joint design and adequate excavation shoring during construction. Therefore, the proposed project would result in a less than significant impact related to fault rupture.

## ii) Strong seismic ground shaking?

**Less Than Significant Impact.** The proposed CTLN alignment is located within the seismically active Southern California region, and like all locations within the area, is subject to strong seismic ground shaking. However, as discussed in Section VI(a)(i) above, the CTLN and all appurtenances would be constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes associated with seismic criteria. This includes the use of ERDIP in portions of the alignment crossed by known earthquake faults. As such, the proposed project would result in a less than significant impact related to fault rupture.

## iii) Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** The proposed CTLN alignment does not cross any known liquefaction areas.<sup>23</sup> However, as discussed above, the proposed CTLN and all appurtenances would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes to minimize impacts related to seismic ground failure. The impact would be less than significant.

<sup>21</sup> State of California Department of Conservation, California Geological Survey, Regulatory Maps for San Fernando and Van Nuys. Website: <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>, accessed March 5, 2018.

<sup>22</sup> City of Los Angeles Department of City Planning, *City of Los Angeles General Plan Safety Element*, Exhibit A, adopted November 26, 1996. Website: <http://planning.lacity.org/cwd/gnlpln/safetyelt.pdf>, accessed March 5, 2018.

<sup>23</sup> City of Los Angeles Department of City Planning, *City of Los Angeles General Plan Safety Element*, Exhibit B, adopted November 26, 1996. Website: <http://planning.lacity.org/cwd/gnlpln/safetyelt.pdf>, accessed March 5, 2018.

**iv) Landslides?**

**No Impact.** The proposed CTLN alignment is located within existing paved roadways and does not traverse any hillside areas. No portion of the proposed CTLN alignment is located within or adjacent to a designated landslide or hillside area.<sup>24</sup> Therefore, no impact related to landslides would occur.

**b) Result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** The proposed project would be located within existing paved roadways. Construction activities would include trenching for the proposed CTLN within these roadways. The soil removed during excavation would not be stockpiled on site but immediately loaded onto trucks and hauled to a local landfill for proper disposal, or to another construction site in the region for reuse as fill material. Since soil exposed through excavation would be entirely contained within the trenches, which would be properly shored to retain the trench walls, substantial erosion or loss of topsoil would not occur. The impact would be less than significant.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less Than Significant Impact.** As discussed above in Sections VI(a)(iii) and VI(a)(iv), the proposed CTLN alignment is not located within areas with potential for liquefaction or landslides. Lateral spreading is a type of liquefaction-induced ground failure on mildly sloping ground.

Subsidence is the lowering of surface elevation due to changes occurring underground, such as the extraction of large amounts of groundwater. When groundwater is extracted from aquifers at a rate that exceeds the rate of replenishment, overdraft occurs, which can lead to subsidence. However, dewatering during construction is not anticipated because the groundwater table along the proposed CTLN alignment is substantially below the depth of excavation required to install the trunk line. Therefore, subsidence would not occur.

Collapsible soils consist of unconsolidated, low-density materials that may collapse and compact under the addition of excessive water or loading. These types of soils are not expected to be encountered within the proposed CTLN alignment. Furthermore, in areas of open-trench installation, the trench would be backfilled with high-density soil-cement slurry, which is not subject to collapse. Therefore, the impact would be less than significant.

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<sup>24</sup> City of Los Angeles Department of City Planning, *City of Los Angeles General Plan Safety Element*, Exhibit C, adopted November 26, 1996. Website: <http://planning.lacity.org/cwd/gnlpn/saftyelt.pdf>, accessed March 5, 2018.

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less Than Significant Impact.** Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and contract (lessen in volume) as water is removed. The proposed CTLN alignment is not underlain by such clay-based soils.<sup>25</sup> Furthermore, in areas of open-trench installation, the trench would be backfilled with a stable soil-cement slurry, which is not subject to expansion and contraction. Therefore, the impact would be less than significant.

- e) **Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** The proposed project would not include septic tanks or other alternative wastewater disposal systems. Therefore, no impacts associated with septic tanks or alternative wastewater disposal systems would occur. No further analysis is required.

## VII. GREENHOUSE GAS EMISSIONS

**Would the project:**

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less Than Significant Impact.** Greenhouse gas (GHG) emissions refer to a class of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit. CO<sub>2</sub> is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potency than CO<sub>2</sub>. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO<sub>2</sub>, denoted as CO<sub>2</sub>e. CO<sub>2</sub>e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect.

As the City of Los Angeles has not established screening thresholds for GHG emissions, this analysis uses the applicable significance thresholds developed by the SCAQMD. The SCAQMD developed a 10,000 metric tons CO<sub>2</sub>e (MTCO<sub>2</sub>e) per year threshold for industrial projects under the purview of the SCAQMD as the lead agency for CEQA projects. These industrial projects are typically power plants or related to rule making activities. The proposed project is not an industrial project as it relates to the 10,000 MTCO<sub>2</sub>e per year threshold. The GHG CEQA Significance Threshold

<sup>25</sup> City of Los Angeles Department of Public Works Bureau of Engineering, Navigate LA, *Soil Types Map*. Website: [http://navigate.lacity.org/common/mapgallery/pdf/Soil\\_Types\\_revised\\_021015.pdf](http://navigate.lacity.org/common/mapgallery/pdf/Soil_Types_revised_021015.pdf), accessed March 6, 2018.

Stakeholder Working Group also recommended options for evaluating non-industrial projects, including thresholds for residential, commercial, and mixed-use projects. These draft thresholds include a threshold of 3,000 MTCO<sub>2</sub>e per year for non-industrial projects. The SCAQMD recommends that construction emissions associated with a project be amortized over the life of the project (typically 30 years). This analysis uses the more conservative 3,000 MTCO<sub>2</sub>e per year threshold to determine significance.

The GHG analysis focused on construction emissions. Activities associated with long-term operations and maintenance would be minimal, limited to scheduled maintenance or emergency repair. No additional permanent workforce would be required to operate the CTLN. There is no potential for new operational GHG emissions.

Construction emissions were estimated using the same methodology as previously discussed in Section III, Air Quality. However, unlike the air quality analysis, the GHG analysis consists of the total emissions for the entire construction process. It is anticipated that active construction would involve 1,060 days of open trench activities, 117 days of jack and bore activities, and 203 days of slip-lining activities. CalEEMod has higher emission rates for equipment and trucks in 2019 than 2022 partially due to the slow turnover of the countywide construction fleet. Because a detailed schedule is not available at this time in the planning process, the analysis conservatively assumes that all GHG emissions would be generated in 2019. Table 4 presents the estimated emissions of GHGs that would be released to the atmosphere on an annual basis.

**Table 4. Estimated Annual Greenhouse Gas Emissions**

Method	Annual GHG Emissions (MTCO <sub>2</sub> e per Year)
Open Trench	3,097
Jack and Bore	141
Slip-Lining	216
Total Emissions	3,454
<b>Amortized Annual Emissions<sup>a</sup></b>	<b>115</b>
<b>SCAQMD Draft Interim Significance Threshold</b>	<b>3,000</b>
Exceed Threshold?	No

<sup>a</sup> Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span.

Source: TAHA, 2018.

Construction of the proposed project would produce approximately 2,302 MTCO<sub>2</sub>e, or 77 MTCO<sub>2</sub>e annually over a 30-year period. This mass rate is substantially below the most applicable quantitative draft interim threshold of 3,000 MTCO<sub>2</sub>e per year as recommended by the SCAQMD. Therefore, impacts related to GHG emissions would be less than significant.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less Than Significant Impact.** There is no potential for the proposed project to conflict with GHG reduction plans. As discussed in Section VII(a), the proposed project would not permanently increase emissions. GHG emissions are regionally cumulative in nature and it is highly unlikely that construction of any individual project would generate GHG emissions of sufficient quantity to conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Standard

construction procedures would be undertaken in accordance with SCAQMD and CARB regulations applicable to heavy duty construction equipment and diesel haul trucks. Adhering to requirements pertinent to construction equipment maintenance and inspections and emissions standards, as well as diesel fleet requirements including idling time restrictions and maintenance, would ensure that construction of the proposed project would not conflict with GHG emissions reductions efforts. Therefore, impacts would be less than significant.

## VIII. HAZARDS AND HAZARDOUS MATERIALS

### Would the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** Construction of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction activities would include the use hazardous materials typical of construction (i.e., fuel and lubricants for construction equipment). These materials are not considered acutely hazardous. All handling, storage, and disposal of these materials are regulated by the California Department of Toxic Substances Control, EPA, and the Los Angeles Fire Department. Construction of the proposed project would also involve the excavation and transport of paving materials (e.g. asphalt, concrete, road bed fill materials (that could possibly be contaminated by vehicle-related pollution (e.g. oil , gasoline, diesel, other automotive chemicals). The transport, use, and disposal of construction-related hazardous materials would comply with applicable health and safety laws and regulations. Operation of the proposed project would not require the routine transport, use, or disposal of hazardous materials as the proposed CTLN would carry drinking water. With adherence to applicable regulations, the impact related to the routine transport, use, or disposal of hazardous materials would be less than significant.

- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less Than Significant Impact.** Construction activities for the proposed project would involve the limited transport, storage, and use of hazardous materials, such as fuel for construction equipment. These types of materials, however, are not acutely hazardous, and all storage, handling, and disposal of these materials would comply with existing regulations. The operation of the CTLN would not involve the use of hazardous materials. Compliance with regulations would ensure a less than significant impact related to creating a significant hazard to the public through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment with regard to construction of the proposed project.

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?**

**Less Than Significant Impact.** Portions of the proposed CTLN alignment are located within one-quarter mile of schools. However, as discussed in Sections VIII(a) and (b)

above, construction of the proposed project would involve the limited use of hazardous materials, such as fuel and lubricants, which are not considered acutely hazardous, and would not emit hazardous emissions. These materials would be handled in accordance with applicable federal, state, and local regulations regarding storage, use, and disposal. Compliance with existing regulations would ensure a less than significant impact related to handling of these materials within one-quarter mile of an existing school.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**Less Than Significant Impact.** The proposed project would be located primarily within public roadway rights-of-way, except for approximately 2,700 feet that would be located within the Van Norman Complex. Two Leaking Underground Storage Tank (LUST) cleanup sites are located adjacent to the proposed CTLN alignment, including Al-Sal Oil Co. #15, located at the northwest corner of Arleta Avenue and Osborne Street, and LA City Fire Station #75, located at north of San Fernando Mission Boulevard at Stranwood Avenue.<sup>26</sup> Both LUST cleanup sites are completed and closed. Therefore, the proposed project would not be located on a hazardous materials site and would not result in a hazard to the public or the environment. As such, the impact would be less than significant.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**Less Than Significant Impact.** The closest airport to the proposed CTLN is Whiteman Airport, located approximately 1.3 miles east of the southern portion of the CTLN alignment. However, the proposed project would be located primarily within public roadway rights-of-way and would be entirely underground once completed. As such, the proposed project would not result in a safety hazard for people residing or working in the project area, or pose a hazard to aircraft operations. The impact would be less than significant.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** No private airstrip is located within the vicinity of the proposed CTLN. The nearest private airstrip is located approximately 27 miles south of the project site in Carson, CA. As such, the proposed project would not result in a safety hazard for people residing or working in the project area related to a nearby private airstrip.<sup>27</sup> No impact would occur.

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<sup>26</sup> State of California, State Water Resources Control Board, GeoTracker. Website: <https://geotracker.waterboards.ca.gov/>, accessed March 5, 2018.

<sup>27</sup> Airnav.com, Airports search by location, available at: <https://www.airnav.com/airports/>, accessed April 25, 2018.

**g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** The proposed project involves installation of a trunk line within public roadway rights-of-way. As previously discussed, the installation of the proposed CTLN would require the establishment of temporary work areas that would occupy traffic lanes, which, depending on the width of the roadway, would result in partial or complete street closures in the segment under construction. The temporary lane closures could have an effect on designated disaster routes. However, a Traffic Management Plan would be prepared in coordination with the City of Los Angeles Department of Transportation (LADOT) for the proposed project and would detail construction traffic control and detour methods. Implementation of the Traffic Management Plan during construction would ensure that impacts related to emergency response plans would be less than significant. Following installation of the proposed CTLN, all roadways would be returned to their existing conditions. Therefore, no long-term impacts would result from operation of the proposed project. The impact would be less than significant.

**h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** The proposed project is located within urban areas of the City of Los Angeles. According to the Selected Wildfire Hazard Areas map within the City's General Plan, the proposed CTLN alignment is not located within a City-designated Mountain Fire District or Fire Buffer Zone.<sup>28</sup> Additionally, according to the California Department of Forestry and Fire Protection Fire Hazard Severity Zone map for the City of Los Angeles, the proposed CTLN alignment is not located within very high fire hazard severity zones.<sup>29</sup> Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no impact would occur.

## **IX. HYDROLOGY AND WATER QUALITY**

**Would the project:**

**a) Violate any water quality standards or waste discharge requirements?**

**Less Than Significant Impact.** The proposed project would require earthwork including trenching and grading for installation of the trunk line, which may temporarily increase the potential for soil erosion. Construction activities would result in the disturbance of more than one acre of soil and would be required to obtain a

<sup>28</sup> City of Los Angeles Department of City Planning, *City of Los Angeles General Plan Safety Element*, Exhibit D, adopted November 26, 1996. Website: <http://planning.lacity.org/cwd/gnlpln/safteyelt.pdf>, accessed March 2, 2018.

<sup>29</sup> California Department of Forestry and Fire Protection, Fire Resource and Assessment Program, Fire Hazard Severity Map for the City of Los Angeles. Website: [http://www.fire.ca.gov/fire\\_prevention/fhsz\\_maps/FHSZ/los\\_angeles/Los\\_Angeles.pdf](http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/los_angeles/Los_Angeles.pdf), accessed March 2, 2018.



Construction General Permit, issued by the State Water Resources Control Board. In accordance with the Construction General Permit, a project-specific SWPPP would be developed and implemented to control pollutants in stormwater discharges during construction activities. The SWPPP would identify structural and nonstructural BMPs, such as erosion and sediment control, general housekeeping practices, and inspection for leaks and spills from construction vehicles and equipment that would be implemented during construction of the proposed project. Adherence to existing requirements and implementation of the SWPPP and BMPs would ensure a less than significant impact.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**No Impact.** Construction activities would require water for dust control. Water for these activities would be from existing water supplies and is anticipated to require a relatively small volume in relation to the existing supplies. Because the depth to groundwater in the area is substantially below the depth of trench excavation, no dewatering is anticipated. There would be no operational impacts to groundwater supply because the CTLN would replace an existing trunk line and would not increase the consumption of drinking water. As such, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge, and no impact would occur.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?**

**No Impact.** The proposed CTLN alignment would be located primarily within the existing road right-of-way, except for approximately 2,700 feet that would be located within the Van Norman Complex, and as such, is not expected to alter the existing grade or drainage pattern of the area. Neither open-trench nor slip-lining construction methods are expected to result in substantial erosion. Once completed, the proposed CTLN would be underground, and no impacts to drainage patterns or an existing stream are anticipated to occur. Therefore, the impact would be less than significant.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?**

**No Impact.** The proposed CTLN alignment would be located primarily within the existing road right-of-way, except for approximately 2,700 feet that would be located within the Van Norman Complex, and as such, is not expected to alter the existing grade or drainage pattern of the area. Neither open-trench or slip-lining construction methods are expected to result in a substantial increase in the rate of surface runoff, or result in on- or off-site flooding. Once completed, the proposed CTLN would be underground, and no impacts to drainage patterns or an existing stream are anticipated to occur. Therefore, there the impact would be less than significant.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** Construction of the proposed project would use water to control fugitive dust, which would result in minimal quantities of discharge water. The discharge water would drain into existing storm drains. BMPs would be identified in the SWPPP developed for the proposed project pursuant to NPDES permit requirements to control runoff from the project site during construction. Once completed, the proposed project would not result in any increases in runoff since the pipeline would be located underground. Therefore, the impact would be less than significant.

- f) **Otherwise substantially degrade water quality?**

**Less Than Significant Impact.** The proposed project would require earthwork including trenching and grading for installation of the trunk line. It is not anticipated that construction of the CTLN alignment would encounter groundwater. As discussed above, BMPs would be identified in the SWPPP developed for the proposed project pursuant to NPDES permit requirements. Adherence to existing requirements and implementation of the SWPPP and BMPs would ensure a less than significant impact.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** A 100-year flood is a flood defined as having a 1.0 percent chance of occurring in any given year. The proposed CTLN alignment crosses the Tujunga Wash Channel, which is designated as a 100-year flood hazard within the confines of the channel.<sup>30</sup> However, the proposed project does not include a residential component; therefore, it would not place housing within a 100-year flood hazard area, and no impact would occur.

- h) **Place within a 100-year flood area structures to impede or redirect flood flows?**

**No Impact.** As discussed above, the proposed CTLN alignment crosses the Tujunga Wash Channel, which is designated as a 100-year flood hazard area within the confines of the channel. The proposed CTLN would be located underground, including beneath the channel, and would not impede or redirect flows. Therefore, the proposed project would not place structures within a 100-year flood area to impede or redirect flood flows, and no impact would occur.

- i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**Less Than Significant Impact.** The majority of the proposed CTLN alignment is located within City-designated inundation areas from the potential failure of dams,

<sup>30</sup> Federal Emergency Management Agency, FEMA Flood Map Service Center. Website: <https://msc.fema.gov/portal>, accessed March 6, 2018.

including the Los Angeles Reservoir dam, Hansen Dam, and Sepulveda Dam.<sup>31</sup> However, the proposed project would be located primarily within existing roadways and would not increase the risk from inundation or other flooding. Once completed, the proposed CTLN would be located underground and would not expose people or structures to a significant risk of loss, injury or death involving flooding. Therefore, the impact would be less than significant.

**j) Expose people or structure to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?**

**No Impact.** Seiches are oscillations generated in enclosed bodies of water usually as a result of earthquake-related ground shaking. A seiche wave has the potential to overflow the sides of a containing basin to inundate adjacent or downstream areas. Seiches primarily cause damage to properties that are adjacent to a body of water. Due to the distance between the proposed CTLN and the nearby bodies of water, including Los Angeles Reservoir and Hansen Dam Reservoir, there would be a low risk of seiche resulting in damage to the proposed project.

Tsunamis are large ocean waves caused by sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption. Tsunamis affect low-lying areas along the coastline. The Santa Monica Mountains separate the proposed CTLN alignment from the Pacific Ocean and the proposed CTLN is not located within a designated Tsunami Hazard Area.<sup>32</sup>

As discussed in Section VI(a)(iv) above, no portion of the proposed CTLN alignment is located within a City-designated landslide or hillside area. As such, the proposed project would not be subject to mudflow.

Therefore, construction and operation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation, seiche, tsunami, or mudflow. There would be no impact.

## **X. LAND USE AND PLANNING**

**Would the project:**

**a) Physically divide an established community?**

**No Impact.** The proposed project would not physically divide an established community. The proposed CTLN alignment would be located primarily within existing roadways, except for approximately 2,700 feet that would be located underground within the Van Norman Complex. Following installation of the proposed CTLN, the roadways would be returned to their existing condition. No streets would be permanently closed as a result of the proposed project, and no separation of uses or disruption of access between land use types would occur. As such, the proposed

<sup>31</sup> City of Los Angeles Department of City Planning, *City of Los Angeles General Plan Safety Element*, Exhibit G, adopted November 26, 1996. Website: <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed March 5, 2018.

<sup>32</sup> Ibid.

project would not physically divide an established community, and no impact would occur.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**No Impact.** The proposed CTLN alignment would be located entirely underground and primarily within the boundaries of existing roadways. Thus, the proposed project would not conflict with existing land use or zoning designations as it would not affect use of adjacent land per the applicable land use regulations. Therefore, no impact to applicable land use plans, policies, or regulations would occur.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The proposed project occurs in a heavily urbanized environment and does not fall within the area of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved local, regional, or state habitat conservation plan. No impact would occur.

## **XI. MINERAL RESOURCES**

**Would the project:**

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**Less than Significant Impact.** The southernmost portion of the proposed CTLN alignment passes through an area identified by the City as a Mineral Resource Zone (MRZ) 2, which is an area where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.<sup>33</sup> According to the State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, no wells are known to exist within or adjacent to the proposed CTLN alignment.<sup>34</sup> Implementation of existing City Codes and regulatory requirements would ensure that the proposed project would not result in the loss of availability of known mineral resources. Therefore, impacts would be less than significant.

<sup>33</sup> City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Areas Containing Significant Mineral Deposits* Map, September 1996.

<sup>34</sup> State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, DOGGR Online Mapping System, available at: <http://www.conservation.ca.gov/dog/Pages/WellFinder.aspx>, accessed March 5, 2018.

**b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact.** The proposed CTLN alignment is located primarily within existing roadways. According to the City of Los Angeles General Plan, the southernmost portion of the proposed CTLN alignment is located in an area identified as an MRZ-2 area. The General Plan states that much of the MRZ-2 designated sites were developed prior to MRZ classification and, as a result, are unavailable for extraction.<sup>35</sup> The portion of the proposed CTLN alignment identified as an MRZ-2 area is located within the Sun Valley – La Tuna Canyon Community Plan area. The Sun Valley – La Tuna Canyon Community Plan does not identify any active mineral extraction sites near the proposed CTLN alignment.<sup>36</sup> The proposed project would not change the existing land uses on or adjacent to the proposed CTLN alignment. As the proposed project would not alter the existing conditions or function of the project site or surrounding area, it would not result in the loss of availability of a locally important mineral resource recovery site delineated on any land use plan. No impact would occur.

## **XII. NOISE**

The following analysis is based on the *City Trunk Line North Replacement Project Noise and Vibration Impact Study*, prepared by Terry A. Hayes Associates, Inc. This report is included as Appendix D of this IS/MND.

**Would the project result in:**

**a) Exposure of persons to or generation of noise levels in excess of applicable standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less Than Significant Impact With Mitigation Incorporated.** A significant impact would occur if the proposed project would expose persons to or generate noise levels in excess of standards established in the City's General Plan, noise ordinance, or other applicable standards.

### **Construction**

The City of Los Angeles regulates noise through several sections of its municipal code. These include Section 41.40, which establishes time prohibitions on noise due to construction activity, Section 112.04, which prohibits the use of loud machinery and/or equipment within 500 feet of residences, and Section 112.05, which establishes maximum noise levels for powered equipment and powered hand tools. According to Section 41.40, no construction activity that might create loud noises in or near residential areas or buildings will be conducted before 7:00 a.m. or after 9:00 p.m. on

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<sup>35</sup> City of Los Angeles Department of City Planning, *City of Los Angeles General Plan Conservation Element*, adopted September 2001, available at: <https://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed March 5, 2018.

<sup>36</sup> City of Los Angeles Department of City Planning, *Sun Valley – La Tuna Canyon Community Plan*, adopted August 1999, available at: <https://planning.lacity.org/complan/pdf/svycptxt.pdf>, accessed March 5, 2018.

weekdays, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday or City holidays. The time restriction will not apply to any person who performs the construction, repair or excavation work involved pursuant to the express written permission of the Board of Police Commissioners through its Executive Director. The Executive Director, on behalf of the Board, may grant this permission, upon application in writing, where the work proposed to be done is in the public interest, or where hardship or injustice, or unreasonable delay would result from its interruption during the hours mentioned above, or where the building or structure involved is devoted or intended to be devoted to a use immediately related to public defense.

Construction activity is anticipated to begin in mid- 2019 and take approximately 9 years to complete.

*Open-Trench.* Construction equipment associated with open-trench activity would likely involve the use of a backhoe, front end loader, dump truck, pickup trucks, and generators. Construction noise associated with open-trenching activity would typically occur around the work zone and not throughout the entire corridor. Installation of each pipe section would take approximately five days, including trench excavation, shoring, pipe segment placement, and pipe joining.

*Slip-Lining.* Construction equipment associated with slip-lining activity would likely involve the use of a crane, excavator, front end loader, generator, hydraulic pushing machine, and pickup trucks. Construction noise associated with slip-lining activity would largely be limited to the launching and receiving pits. Once the pits are established, the pipe would be installed at an average rate of about two to three pipe sections per day. The overall time to complete the installation of a slip-lining span would depend on the length of the span. However, on average, the entire operation in one span between a launching and receiving pit would be expected to take about two to three months.

*Jack and Bore.* Construction equipment associated with jack and bore activity would likely involve the use of a crane, excavator, front end loader, generator, hydraulic pushing machine, and pickup trucks. Construction noise associated with pipe jacking activity would largely be limited to the launching and receiving pits. On average, the entire jack and bore operation at a given location would be expected to take about two months.

Typical noise levels from various types of equipment that may be used during construction are listed in Table 5 by activity. The table shows noise levels at distances of 50 feet from the construction noise source.

Construction activities typically require the use of numerous pieces of noise-generating equipment. The noise levels shown in Table 6 take into account that multiple pieces of construction equipment would be operating simultaneously. However, not all of the equipment shown in the table would operate every day. The active construction areas along the alignment would be relatively small and the amount of equipment that could operate in one day would be limited by the size of the active construction zone.

The impact analysis is based on the construction limits outlined in the Los Angeles Municipal Code (LAMC). Construction activity would comply with the allowable hours of construction in LAMC Section 41.40, including 7:00 a.m. to 9:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. on Saturday, and no construction activity on

Sundays or federal holidays. LAMC Section 112.05 limits powered equipment noise levels to 75 dBA at 50 feet unless technically infeasible. Noise levels from individual pieces of equipment would typically range from 71.0 to 82.6 dBA  $L_{eq}$  at 50 feet. Unmitigated noise levels would typically exceed the allowable noise level stated in the LAMC. The noise levels associated with each construction component and activity are discussed below.

**Table 5. Noise Level Ranges of Typical Construction Equipment**

Construction Equipment	Noise Level at 50 feet (dBA)
<b>Open-Trench Construction</b>	
Concrete Saw	82.6
Crane	72.6
Excavator	76.7
Front End Loader	75.1
Generator	77.6
Pickup Truck	71.0
Vacuum Excavator (Vac-truck)	81.3
<b>Slip-Lining</b>	
Crane	72.6
Excavator	76.7
Front End Loader	75.1
Generator	77.6
Hydraulic Pushing Machine (Auger Drill Rig)	77.4
Pickup Truck	71.0
<b>Pipe Jacking</b>	
Crane	72.6
Excavator	76.7
Front End Loader	75.1
Generator	77.6
Hydraulic Pushing Machine (Auger Drill Rig)	77.4
Pickup Truck	71.0

Source: FHWA, *Roadway Construction Noise Model*, Version 1.1, 2008.

**Table 6. Typical Outdoor Construction Noise Levels by Activity**

Construction Method	Noise Level at 50 feet (dBA, $L_{eq}$ )
Open-Trench Construction	86.9
Slip-Lining	83.5
Jack and Bore	83.5

Source: FHWA, *Roadway Construction Noise Model*, Version 1.1, 2008

**Unit 1.** Construction of the proposed project would generally occur within the public right-of-way and the Van Norman Complex. Construction activity within the public right-of-way would typically be located at least 50 feet away from sensitive receptors on either side of the street. Noise levels at sensitive receptors near construction activities associated with Unit 1 are shown in Table 7 by street segment. Construction within the Van Norman Complex would primarily include open-trench construction, with slip-lining at the north and south of the complex. The majority of construction within the Van Norman Complex would typically occur at distances of 500 feet or more, but slip-lining activity may be as close as 50 feet. The closest receptors to construction in the Van Norman Complex would be multi-family residences to the east along Midwood Drive. Open-trench activity would generate noise levels of approximately 66.9 dBA  $L_{eq}$  at 500 feet. Slip-lining activity would generate noise levels of approximately 83.5 dBA  $L_{eq}$  at

50 feet. The existing noise level along Midwood Drive is 55.8 dBA  $L_{eq}$ . When added to the existing noise level construction activity would result in increases of 11.4 to 31.1 dBA for open-trench construction and 27.7 dBA for slip-lining activity.

**Table 7. Unit 1 Typical Construction Noise Levels at Receptors - Unmitigated**

		Distance (feet) <sup>a</sup>	Maximum Noise Level (dBA)	Existing Ambient (dBA, L <sub>eq</sub> )	New Ambient at Receptor (dBA, L <sub>eq</sub> )	Increase (dBA)
Sensitive Receptor						
Activity						
Construction In Van Norman Complex						
Residences along Midwood Drive	Open-Trench	Adjacent to the ROW	86.9	55.8	86.9	31.1
	Slip-Lining	Adjacent to the ROW	83.5	55.8	83.5	27.7
	Open-Trench	500	66.9	55.8	67.2	11.4
Construction Along Stranwood Street						
Residence	Slip-Lining	Adjacent to the ROW	83.5	57.0	83.5	26.5
		Adjacent to the ROW	83.5	58.6	83.5	24.9
Construction Along San Fernando Mission Boulevard and Brand Boulevard						
Residences	Open-Trench	Adjacent to the ROW	86.9	68.0	87.0	19.0
Bishop Alemany High School	Open-Trench	500	86.9	68.0	70.5	2.5
Construction Along Arleta Avenue						
Residences	Open-Trench	Adjacent to the ROW	86.9	57.3	86.9	29.6
			86.9	62.1	86.9	24.8
			86.9	63.6	86.9	23.3
Residences	Jack and Bore	Adjacent to the ROW	83.5	57.3	83.5	26.2
			83.5	62.1	83.5	21.4
			83.5	63.6	83.5	19.9

<sup>a</sup> Distance is the setback of the receptor from the roadway.

Source: TAHA, 2018

Construction along Stranwood Street would primarily involve slip-lining. Slip-lining launch and receiving sites would be located along Stranwood Street, which would begin at Rinaldi Street and be completed at San Fernando Mission Boulevard. Existing noise levels along Stranwood Street are between 57.0 dBA  $L_{eq}$  and 58.6 dBA  $L_{eq}$ . When added to the existing noise level slip-lining activity would result an increase of 24.9 dBA to 26.5 dBA.

Construction along San Fernando Mission Boulevard and Brand Boulevard would primarily involve open-trench activity. The existing noise level along San Fernando Mission Boulevard and Brand Boulevard is 68.0 dBA  $L_{eq}$ . When added to the existing noise level open-trench activity would result in an increase of 19.0 dBA.

Construction along Arleta Avenue would primarily involve open-trenching and pipe jacking. Existing noise levels along Arleta Avenue range from 57.3 dBA  $L_{eq}$  to 63.6 dBA  $L_{eq}$ . Typical open-trench activity would result in an increase of 23.3 to 29.6 dBA at adjacent residential uses. Construction along Arleta Avenue would also include pipe jacking at Chatsworth Drive, the SR-118 Freeway, Devonshire Street, Filmore Street, Van Nuys Boulevard, and Terra Bella Street. Jack and bore activity would result in an increase of 19.9 to 26.2 dBA at adjacent residential uses.



*Unit 2.* Similar to Unit 1, construction of Unit 2 would occur within the public right-of-way would typically be located at least 50 feet away from sensitive receptors on either side of the street. Noise levels at sensitive receptors near construction activities associated with Unit 2 are shown in Table 8 by street segment. Construction along Arleta Avenue would primarily involve open-trenching and jack and bore activity. Existing noise levels along Arleta Avenue range from 65.0 dBA  $L_{eq}$  to 66 dBA  $L_{eq}$ . Typical open-trench activity would result in an increase of 20.9 to 21.9 dBA at adjacent residential uses and an increase of 6.4 dBA at Vena Avenue Elementary School. Construction along Arleta Avenue would also include jack and boring activity at Osborne Street. Jack and bore activity would result in an increase of 17.6 to 18.6 dBA at adjacent residential uses. Jack and Bore activity would not result in an audible increase at Vena Avenue Elementary School as the nearest pipe jacking site would be located approximately 1,200 feet away with several rows of intervening buildings that would act as a buffer between the school and pipe jacking activity.

**Table 8. Unit 2 Typical Construction Noise Levels At Receptors - Unmitigated**

Sensitive Receptor	Activity	Distance (feet) <sup>a</sup>	Maximum Noise Level (dBA)	Existing Ambient (dBA, L <sub>eq</sub> )	New Ambient at Receptor (dBA, L <sub>eq</sub> )	Increase (dBA)
Construction Along Arleta Avenue						
Residences	Open-Trench	Adjacent to the ROW	86.9	65.0	86.9	21.9
Vena Avenue Elementary School <sup>b</sup>		480	61.3	56.0	62.4	6.4
Residences	Jack and Bore	Adjacent to the ROW	83.5	65.0	83.6	18.6
			83.5	66.0	83.6	17.6
Construction Along Branford Street						
Residences	Open-Trench	Adjacent to the ROW	86.9	66.0	86.9	20.9
	Jack and Bore	Adjacent to the ROW	83.5	66.0	83.6	17.6
Construction Along Canterbury Avenue						
Residences	Slip-Lining	Adjacent to the ROW	86.9	61.4	83.5	22.1
	Jack and Bore	Adjacent to the ROW	83.5	61.4	83.5	22.1

<sup>a</sup> Distance is the setback of the receptor from the roadway.

<sup>b</sup> Intervening building reduction of -4.5 dB for first row of buildings and -1.5 dB for each subsequent row.

Source: TAHA, 2018

Construction along Branford Street would be similar to Arleta Avenue. Existing noise levels along Arleta Avenue were recorded at 66 dBA  $L_{eq}$ . Typical open-trench activity would result in an increase of 20.9 dBA at adjacent residential uses. Construction along Branford Street would also include jack and bore activity, which would occur near the Pacoima Diversion Channel. Branford Street would result in an increase of 17.6 dBA.

Construction along Canterbury Avenue would involve slip-lining as well as jack and bore activity near the Pacoima Diversion Channel. Existing noise levels along Canterbury Avenue were recorded at 61.4 dBA  $L_{eq}$ . Slip-lining activity and jack and boring activity would result in an increase 22.1 dBA.

Unmitigated noise levels would typically exceed the allowable noise level stated in the LAMC. Mitigation Measures NOI-1 through NOI-7 are designed to reduce construction noise levels. When the line-of-sight would be blocked from the equipment to the receptor, the barriers associated with Mitigation Measure NOI-1 would reduce construction noise levels by approximately 10 dBA for slip-lining and jack and bore sites. The equipment mufflers associated with Mitigation Measure NOI-2 would reduce construction noise levels by approximately 3 dBA. Mitigation Measures NOI-3 through NOI-7, although difficult to quantify, would also reduce and/or control construction noise levels. Temporary noise barriers were considered for placement along open-trench work zones. However, such barriers were determined to be infeasible for multiple reasons, including safety at intersections and cost effectiveness given the transient and short-term nature of the proposed construction activity in any one location. Table 9 and Table 10 show mitigated noise levels by street segment.

**Table 9. Unit 1 Typical Construction Noise Levels at Receptors - Mitigated**

Sensitive Receptor	Activity	Distance (feet) <sup>a</sup>	Maximum Noise Level (dBA) <sup>b</sup>	Existing Ambient (dBA, L <sub>eq</sub> )	New Ambient at Receptor (dBA, L <sub>eq</sub> )	Increase (dBA)
Construction In Van Norman Complex						
Residences along Midwood Drive	Open-Trench	Adjacent to the ROW	83.9	55.8	83.9	28.1
	Slip-Lining	Adjacent to the ROW	70.5 <sup>c</sup>	55.8	70.6	14.8
	Open-Trench	500	63.9	55.8	64.5	8.7
Construction Along Stranwood Street						
Residence	Slip-Lining	Adjacent to the ROW	70.5 <sup>c</sup>	57.0	70.7	13.7
		Adjacent to the ROW	70.5 <sup>c</sup>	58.6	70.8	12.2
Construction Along San Fernando Mission Boulevard And Brand Boulevard						
Residences	Open-Trench	Adjacent to the ROW	83.9	68.0	84.0	16.0
Bishop Alemany High School	Open-Trench	500	59.4	68.0	68.6	0.6
Construction Along Arleta Avenue						
Residences	Open-Trench	Adjacent to the ROW	83.9	57.3	83.9	26.6
			83.9	62.1	83.9	21.8
			83.9	63.6	83.9	20.3
Residences	Jack and Bore	Adjacent to the ROW	70.5 <sup>c</sup>	57.3	70.7	13.4
			70.5 <sup>c</sup>	62.1	71.1	9.0
			70.5 <sup>c</sup>	63.6	71.3	7.7

<sup>a</sup>. Distance is the setback of the receptor from the roadway.

<sup>b</sup>. A 3 dB reduction has been applied for equipment mufflers.

<sup>c</sup>. A 10 dB reduction has been applied for sound barriers.

Source: TAHA, 2018

**Table 10. Unit 2 Typical Construction Noise Levels at Receptors - Mitigated**

Sensitive Receptor	Activity	Distance (feet) <sup>a</sup>	Maximum Noise Level (dBA) <sup>b</sup>	Existing Ambient (dBA, L <sub>eq</sub> )	New Ambient at Receptor (dBA, L <sub>eq</sub> )	Increase (dBA)
Construction Along Arleta Avenue						
Residences	Open-Trench	Adjacent to the ROW	83.9	65.0	84.0	19.0
			83.9	66.0	84.0	18.0
Vena Avenue Elementary School <sup>c</sup>		480	58.3	56.0	60.3	4.3
Residences	Jack and Bore	Adjacent to the ROW	70.5 <sup>d</sup>	65.0	71.6	6.6
			70.5 <sup>d</sup>	66.0	71.8	5.8
Construction Along Branford Street						
Residences	Open-Trench	Adjacent to the ROW	83.9	66.0	84.0	18.0
	Jack and Bore	Adjacent to the ROW	70.5 <sup>d</sup>	66.0	71.8	5.8
Construction Along Canterbury Avenue						
Residences	Slip-Lining	Adjacent to the ROW	70.5 <sup>d</sup>	61.4	71.0	9.6
	Jack and Bore	Adjacent to the ROW	70.5 <sup>d</sup>	61.4	71.0	9.6

<sup>a</sup> Distance is the setback of the receptor from the roadway.

<sup>b</sup> A 3 dB reduction has been applied for equipment mufflers.

<sup>c</sup> Intervening building reduction of 4.5 dB for first row of buildings and 1.5 dB for each subsequent row.

<sup>d</sup> A 10 dB reduction has been applied for sound barriers.

Source: TAHA, 2018.

As shown in Tables 9 and 10, construction noise levels would exceed 75 dBA at some receptors even after mitigation. LAMC Section 112.05 specifies that noise levels shall not exceed 75 dBA at a distance of 50 feet. However, the noise limitation does not apply where compliance is technically infeasible, meaning the noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise-reduction device or techniques during the operation of equipment. As discussed above, Mitigation Measures NOI-1 through NOI-7 would reduce construction equipment noise impacts to the greatest extent technically feasible. Additionally, the proposed project would comply with LAMC Section 41.40, which limits the hours that construction activities may occur to 7:00 a.m. to 9:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. on Saturday, and no construction activity on Sundays or federal holidays. Therefore, compliance with existing regulations and implementation of Mitigation Measures NOI-1 through NOI-7 would ensure that impacts related to construction equipment noise would be less than significant.

*Off-Site Trucks.* In addition to on-site construction activities, noise would be generated off-site by construction-related trucks and construction worker vehicles. Construction trucks generate higher noise levels than construction worker-related traffic. For example, one heavy-duty truck, traveling 35 miles per hour, generates the equivalent noise of 31 passenger vehicles.<sup>37</sup>

It is acknowledged that project-related truck trips would instantaneously increase the ambient noise levels along haul routes. A doubling of traffic volume is typically needed

<sup>37</sup> California Department of Transportation, *Technical Noise Supplement*, November 2009.

to audibly increase noise levels along a roadway segment. The impact analysis is based on the potential for truck activity to result in prolonged noise exposure. Open-trenching activity is anticipated to generate the maximum number of haul truck trips per day, which would be approximately 40 trips per day. Multiple work sites would be active along the corridor and haul truck trips would be distributed along several roadways. No more than five haul truck trips per hour are anticipated to occur at any work site. Jack and bore activity and slip-lining activity would only require four haul truck trips per day. Haul truck trips associated with open-trenching activity, slip-lining, and jack and bore activity would not audibly increase ambient noise levels over a prolonged period of time due to the low number of haul trucks at a work site at any given time. Daily traffic volumes are not anticipated to double along any roadway segment and off-site vehicle activity is not anticipated to audibly change ambient noise levels. Furthermore, all truck activity would occur during daytime hours, which would be less impactful to nearby residents. Therefore, impacts related to off-site noise would be less than significant.

### **Operation**

Following installation of the trunk line, there would be no operational component of the proposed project beyond routine maintenance activities. The CTLN would be connected to several existing trunk lines to provide redundant pathways for water supply. With the exception of minor appurtenant facilities that would be located above ground in the public right of way (such as utility cabinets), the CTLN would be located entirely underground and would not be visible. Activities associated with long-term operations and maintenance would be minimal, limited to scheduled maintenance or emergency repair. No additional permanent workforce would be required to operate the CTLN. The pipeline would be subterranean and would not generate audible noise. Therefore, no impact would occur.

### *Mitigation Measures*

- NOI-1** For construction activities lasting more than one month in one location and within 500 feet of a sensitive receptor, temporary barriers (e.g., noise blankets) shall be placed between the equipment and sensitive receptor.
- NOI-2** Construction equipment shall be properly maintained and equipped with mufflers.
- NOI-3** Rubber-tired equipment shall be used rather than tracked equipment.
- NOI-4** Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.
- NOI-5** A public liaison shall be appointed for project construction will be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern.
- NOI-6** The public shall be notified in advance of the location and dates of construction hours and activities.
- NOI-7** Truck routes shall be limited to major arterial roads located within non-residential areas when feasible.

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** A significant impact would occur if the proposed project would cause excessive vibration levels. Vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that may affect concentration or disturb sleep. Additionally, high levels of vibration may damage fragile buildings. The peak particle velocity is most frequently used to describe vibration impacts to buildings and is measured in inches per second.

**Construction**

Construction activity can generate varying degrees of vibration, depending on the procedure and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to slight damage at the highest levels. In most cases, the primary concern regarding construction vibration relates to damage. Community parks are not typically considered sensitive to short-term vibration levels.

*On-Site Equipment.* The FTA provides vibration levels for various types of construction equipment with an average source level reported in terms of velocity.<sup>38</sup> Jack and bore sites would include the use of vibration-free hydraulic piling equipment and no impact pile driving would be required. Equipment used for boring pipe tunnels would be most similar to a caisson drill. Table 11 provides estimates of vibration levels for a wide range of soil conditions. The reference levels were used to estimate vibration levels at the sensitive receptors most likely to be impacted by equipment at each location of construction activity.

**Table 11. Vibration Velocities for Construction Equipment**

Equipment	PPV at 25 feet (Inches/Second)	Approximate L <sub>v</sub> at 25 feet <sup>a</sup>
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

RMS velocity in decibels (VdB) related to 1 micro-inch/second.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006

Construction activity would occur within the public right-of-way, approximately 50 feet from residences on either side of the street. No impact pile-driving would be necessary for open-trench construction, slip-lining, or jack and bore sites. Installing piles would be accomplished using an excavator with various attachments, depending on the method. Vibration generating equipment used for trenching, slip-lining, and jack and bore sites

<sup>38</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

would be similar and would be best characterized by caisson drilling, loaded trucks, jackhammers and small bulldozers, as shown in Table 11. Vibration damage to structures is the primary concern when operating heavy equipment. Table 12 shows vibration levels and impacts at structures closest to the proposed project alignment. The majority of structures along the alignment are constructed of engineered concrete and masonry, which is held to a 0.3 inches per second vibration damage thresholds. However, there are also historic structures in close proximity to construction activity, such as a structure associated with the Mission San Fernando Rey De España and a fountain associated with the Brand Park Community Garden. No impacts were identified at historic structures or non-historic structures near the alignment. Therefore, impacts related to on-site equipment vibration would be less than significant.

**Table 12. Vibration Velocities for Construction Equipment**

Receptor	Activity	Equipment <sup>a</sup>	Distance (ft)	Reference Vibration Level (Inches/Second)	Vibration Damage Threshold (Inches/Second)	Vibration Level at receptor (Inches/Second)	Impact?
Non-historic structures	Open-Trench	Loaded Trucks	50	0.076	0.3	0.027	No
	Slip-Lining	Caisson Drilling	50	0.089	0.3	0.031	No
	Jack and Bore	Caisson Drilling	50	0.089	0.3	0.031	No
Bishop Alemany High School	Open-Trench	Loaded Trucks	500	0.076	0.3	0.001	No
Mission San Fernando Rey de España Structure	Open-Trench	Loaded Trucks	20	0.076	0.12	0.106	No
Brand Park Community Garden Fountain	Open-Trench	Loaded Trucks	20	0.076	0.12	0.106	No

<sup>a</sup> Most vibration intensive equipment for activity occurring near receptor.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

**Off-Site Trucks.** In addition to on-site construction activities, construction trucks on the roadway network have the potential to expose vibration-sensitive land uses located near the proposed project access route. As shown in Table 10, loaded trucks generate vibration levels of 0.076 inches per second at a distance of 25 feet. Rubber-tired vehicles, including trucks, do not generate significant roadway vibrations that can cause building damage. It is possible that trucks would generate perceptible vibration at sensitive receptors adjacent to the roadway. However, these would be transient and instantaneous events typical to the roadway network. This level of activity is not considered substantial enough to generate a vibration annoyance. Therefore, impacts related to off-site vibration would be less than significant.

## Operation

The primary sources of proposed project operational-related vibration would include vehicles traveling to the project site for routine inspection and maintenance activities. Vehicular movements would generate similar vibration levels as existing traffic conditions. The proposed project would not introduce any significant stationary sources of vibration, including mechanical equipment that would be perceptible at

sensitive receptors. Therefore, impacts related to operational vibration would be less than significant.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**No Impact.** A significant impact would occur if the proposed project would cause a substantial permanent increase in noise levels above existing ambient levels. As discussed in Section XII(a) above, operation of the proposed project would not create new permanent sources of noise. Following installation of the trunk line, there would be no operational component of the proposed project beyond routine maintenance activities. Therefore, the proposed project would not create a substantial permanent increase in noise levels above existing ambient levels, and no impact would occur.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impact With Mitigation Incorporated.** A significant impact would occur if the proposed project would result in a substantial temporary or periodic increase in ambient noise levels. As discussed in Section XII(a) above, construction activities could result in temporary increases in noise levels along the proposed CTLN alignment. Sensitive receptors adjacent to the construction work zones would experience increased noise levels associated with construction. Construction noise impacts would be temporary in nature, but equipment noise levels would exceed 75 dBA at the nearest sensitive receptors. Therefore, with the implementation of Mitigation Measures NOI-1 through NOI-7, impacts related to temporary and periodic increases in ambient noise levels would be less than significant.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The closest airport to the proposed CTLN alignment is Whiteman Airport, located approximately 1.3 miles northeast of the project site.<sup>39</sup> The proposed project would not include occupied facilities that would expose people to excessive noise levels related to aircraft use. Therefore, no impacts related to exposing people residing or working in the project area to excessive noise levels from a public airport would occur.

**f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private

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<sup>39</sup> Airnav.com, Airports search by location, available at: <https://www.airnav.com/airports/>, accessed March 6, 2018.

airstrip. There are no private airstrips located near the project site. The nearest private airstrip is located approximately 27 miles south of the project site in Carson, CA.<sup>40</sup> Therefore, no impact would occur.

### XIII. POPULATION AND HOUSING

#### Would the project:

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less than Significant Impact.** Construction of the proposed project is scheduled to begin in 2019 and is anticipated to last approximately 9 years. The number of daily on-site workers would range from a low of 10 personnel to a high of 40 personnel, depending on the number of active construction crews working on Unit 1 and Unit 2. Given the temporary nature of construction industry jobs, the relatively large regional construction industry, and the relatively nominal total number of construction workers needed during any construction phase, it is likely that the labor force from within the region would be sufficient to complete project construction without a substantial influx of new workers and their families, and any such relocation within the region would be minimal. Accordingly, construction employment generated by the proposed project would not impact population in the heavily-populated Los Angeles region. Therefore, construction of the proposed project would not directly induce substantial population growth, and the impact would be less than significant.

The proposed project does not include construction or operation of any residential or commercial land uses and, therefore, would not result in a direct population increase. The proposed project would replace existing aging water conveyance infrastructure in the project area, and would serve existing customers. Since the proposed project would provide no additional water supply to the City, it would not indirectly induce population growth. Therefore, no impact to population growth during project operation would occur.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** Construction activity would primarily occur within existing road rights-of-way, except for approximately 2,700 feet that would be located within the LADWP Van Norman Complex. The proposed project would not require the removal of existing housing. Therefore, implementation of the proposed project would not affect the number or availability of existing housing in the area, and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

<sup>40</sup> Airnav.com, Airports search by location, available at: <https://www.airnav.com/airports/>, accessed April 25, 2018.



**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** As discussed in Section XIII(b) above, construction of the proposed project would occur primarily within existing road rights-of-way. No persons would be displaced as a result of implementation of the proposed project. As such, construction of replacement housing would not be necessary, and no impact would occur.

#### **XIV. PUBLIC SERVICES**

**Would the project:**

**a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**i) Fire protection?**

**No Impact.** Fire protection services in the City are provided by the City of Los Angeles Fire Department (LAFD). There are several LAFD fire stations serving the project area. The proposed project does not include new housing or non-residential development that would substantially increase the residential or employee populations in the area; thus, the demand for emergency services would not substantially increase. As the proposed project would replace existing water conveyance infrastructure along a new alignment, it would not generate population growth. Therefore, construction and operation of the proposed project would not require the construction of additional fire protection facilities or expansion of existing facilities, and no impact would occur.

**ii) Police protection?**

**No Impact.** The City of Los Angeles Police Department (LAPD) is the local law enforcement agency responsible for providing police protection services in the City. Several LAPD Community Police Stations serve the project area. As previously stated, the proposed project does not include new housing or non-residential development that would substantially increase the residential or employee populations in the area; thus, the proposed project would not generate population growth, and the demand for emergency services would not substantially increase. Therefore, construction and operation of the proposed project would not require the construction of additional police protection facilities or expansion of existing police services or facilities, and no impact would occur.

**iii) Schools?**

**No Impact.** The demand for new or expanded school facilities is generally associated with an increase in housing or population. As the proposed project does not include development of any residential uses, no direct increase in residential population would occur. Construction workers are anticipated to be

drawn from the existing workforce throughout the region. As such, construction of the proposed project would not generate new permanent residents that would increase the demand for schools. No additional workers would be employed for project operations as the trunk line is a passive use. Additionally, as the proposed project would provide no additional water supply to the City, it would not indirectly induce population growth. No new students would be generated, and no increase in demand for local schools would result. No impact to schools would occur.

**iv) Parks?**

**No Impact.** As previously stated, the proposed project does not include development of any residential uses. Construction and operation of the proposed project would not generate new permanent residents that would increase the demand for parks and recreational facilities. Therefore, no impact to parks would occur.

**v) Other public facilities?**

**No Impact.** Demand for other public facilities, such as libraries, is generally associated with increased housing or population. As previously discussed, the proposed project does not include a component that would generate an increase in housing or population. The proposed project would not result in indirect population growth that could increase demand for other public facilities. Therefore, neither construction nor operation of the proposed project would result in substantial adverse physical impacts associated with the provision of new or expanded public facilities. No impact would occur.

## **XV. RECREATION**

**Would the project:**

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** The proposed project involves the replacement of existing water conveyance infrastructure along a new alignment. Construction workers are anticipated to be largely drawn from the existing workforce in the region, and no additional workers would be required for operation of the proposed project. Neither construction nor operation of the proposed project would generate new permanent residents that would increase the use of existing parks and recreational facilities. Therefore, substantial physical deterioration of these facilities would not occur or be accelerated with implementation of the proposed project. No impact would occur.

- b) Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**No Impact.** The proposed project does not include development of any recreational facilities. Further, since the proposed project would provide no additional water supply

to the City, it would not induce growth that could require the construction or expansion of recreational facilities. Therefore, no impact would occur.

## **XVI. TRANSPORTATION/TRAFFIC**

The following analysis is based on the *City Trunk Line North Construction Traffic Impact Analysis*, prepared by Translutions, Inc. This report is included as Appendix E of this IS/MND.

### **Methodology**

The following traffic analysis focuses on the construction of the proposed project. On wider streets involving open-trench construction (i.e. Branford Street between Canterbury Avenue and Arleta Avenue and the segment of Arleta Avenue between Branford Street and Fox Street), construction work zones may be 1,000 feet or more in length, often delimited by street intersections. In addition to the actual work zones, lane transition zones of several hundreds of feet would be required extending outward from the work zone to shift approaching traffic to the single travel lane that would be available in each direction adjacent to the work zone. On narrower streets involving open trench construction (i.e. Arleta Avenue north of Fox Street and portions of San Fernando Mission Boulevard between Noble Avenue and Stranwood Avenue), construction would be completed in smaller segments of several hundred feet, rather than the 1,000-foot or greater work zones that would occur in wider roadways. This would help maintain access along the roads, at intersections, and to driveways as possible and allow for a shorter timeframe to complete construction in each work zone. Therefore, only a limited portion of the entire pipeline route would be under construction at a given time, and construction would move along the pipeline route once construction in a given area is completed and the roadway is returned to normal operating conditions.

Due to the limited impacted area of the roadway, the purpose of this analysis is to determine whether sufficient options exist such that traffic can be diverted along several alternative routes to maintain adequate flow both along the pipeline route itself and along suggested detour routes during construction. If there are sufficient options for drivers in this area during construction of the proposed project, disruption to traffic flows can be minimized. Therefore, the traffic analysis identifies effects of lane reductions during construction, and then provides residual capacities at adjacent alternative routes to identify if the circulation system as a whole would be sufficient to maintain acceptable operations during construction of the proposed project.

The following traffic analysis evaluates existing operations at roadway segments along the proposed project route as well as potential detour routes. This analysis also identifies residual capacities at potential detour routes and identifies (1) if the reduction of lanes during construction result in unacceptable levels of service; (2) if it results in unacceptable levels of service, how much traffic is likely to detour on to adjacent roadways; (3) if traffic detours to other area roadways, will the adjacent roadways still operate at satisfactory conditions; and (4) how the detours should be planned to not exceed capacity at adjacent roadways.

### **Level of Service**

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. The analysis of traffic operations at roadway segments was conducted by using vehicle-to-capacity (V/C) ratios based on the capacity of each roadway. The LOS criteria and corresponding V/C ratios are shown in Table 13.

**Table 13. Level of Service Definitions**

<b>LOS</b>	<b>Flow Condition</b>	<b>V/C Ratio</b>
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	0.00 - 0.60
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.	0.61 - 0.70
C	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	0.71 - 0.80
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop, and individual cycle failures are noticeable.	0.81 - 0.90
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	0.91 - 1.00
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	Over 1.00

The City of Los Angeles uses LOS D as the acceptable threshold for roadway segment and intersection operations. When the LOS of a facility is lower than LOS D, the City uses a sliding scale of impacts for development projects. Since construction impacts are temporary, this analysis identifies segments that will fall below LOS D during construction and identifies how traffic can be rerouted to adjacent roadways while maintaining LOS D or better at those roadways.

#### **Would the project:**

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**Less Than Significant Impact with Mitigation Incorporated.** The proposed project would originate at the LADWP Van Norman Complex in the Granada Hills community of Los Angeles and terminate adjacent to the LADWP Tujunga Spreading Grounds in Sun

Valley community of Los Angeles, where it would connect to the existing CTLS. For this analysis, the CTLN route was divided into several construction areas. These construction areas are generally based on potential construction segments based on location and major intersections. Based on these construction segments, the following 13 analysis segments were identified within the project route:

1. Canterbury Avenue between Tonopah Street & Branford Street
2. Branford Street between Canterbury Avenue & Arleta Avenue
3. Arleta Avenue between Branford Street & Osborne Street
4. Arleta Avenue between Osborne Street & Terra Bella Street
5. Arleta Avenue between Terra Bella Street & Van Nuys Boulevard
6. Arleta Avenue between Van Nuys Boulevard & Devonshire Street
- 7A. Arleta Avenue between Devonshire Street & Paxton Street
- 7B. Arleta Avenue between Paxton Street & Chatsworth Street
- 8A. Arleta Avenue between Chatsworth Street & Fox Street
- 8B. Arleta Avenue between Fox Street & Chatsworth Drive
9. Arleta Avenue between Chatsworth Drive & Brand Boulevard
10. Brand Boulevard between Arleta Avenue & Noble Avenue
11. Mission between Noble Avenue & Stranwood Avenue

To identify potential detour routes, in addition to the analysis segments listed above, the following locations were evaluated for residual capacity to accommodate traffic that may divert from the actual construction segments:

1. Canterbury Avenue South of Branford Street
2. Branford Street between Canterbury Avenue & Arleta Avenue
3. Wentworth West of Arleta Avenue
4. Osborne Street West of Arleta Avenue
5. Arleta Avenue South of Branford Street
6. Canterbury Avenue North of Branford Street
7. Branford Street West of Laurel Canyon Boulevard
8. Arleta Avenue South of Osborne Street
9. Beachy Avenue South of Osborne Street
10. Beachy Avenue South of Terra Bella Street
11. Laurel Canyon Boulevard South of Terra Bella Street
12. Beachy Avenue South of Van Nuys Boulevard
13. Laurel Canyon Boulevard South of Van Nuys Boulevard
14. Bartee Avenue South of Van Nuys Boulevard
15. Woodman Avenue Ave South of Devonshire Street
16. Laurel Canyon Boulevard South of Paxton Street
17. Devonshire Street East of Woodman Avenue
18. Woodman Avenue South of Chatsworth Street
19. Laurel Canyon Boulevard North of Paxton Street
20. Sharp Avenue South of Paxton Street
21. Filmore Street East of Arleta Avenue
22. Fox Street West of Arleta Avenue
23. Laurel Canyon Boulevard South of Chatsworth Drive

24. Sharp Avenue South of Chatsworth Drive
25. San Jose East of Arleta Avenue
26. Arleta Avenue South of Brand Boulevard
27. Laurel Canyon Boulevard South of Brand Boulevard
28. Chatsworth Street West of Arleta Avenue
29. Fox Street North of Arleta Avenue
30. Sepulveda Boulevard North of 118
31. Laurel Canyon Boulevard South of Mission Boulevard
32. Columbus Avenue South of Mission Boulevard
33. Mission Boulevard near Stranwood Avenue
34. Rinaldi Street near Sepulveda Boulevard
35. Brand Boulevard near Columbus Avenue
36. Canterbury Avenue between Branford Street & Osborne Street
37. Osborne Street east of Arleta Avenue
38. Terra Bella Street east of Arleta Avenue
39. Terra Bella Street west of Arleta Avenue
40. Van Nuys Boulevard east of Arleta Avenue
41. Van Nuys Boulevard west of Arleta Avenue
42. Paxton Street east of Arleta Avenue
43. Chatsworth Drive east of Arleta Avenue
44. Chatsworth Drive west of Arleta Avenue
45. Brand Boulevard east of Arleta Avenue
46. Brand Boulevard west of Arleta Avenue

### **Existing Traffic Conditions**

Existing traffic volumes are based on peak hour intersection turn movement counts and daily roadway segment counts collected in May 2016. The number of lanes, peak hour volumes, V/C ratios, and LOS for roadway segments within the project area are shown on Table 14.

**Table 14. Existing Construction Area Segment Peak Hour Intersection LOS**

No.	Intersection	Peak Hour	Existing Conditions	
			V/C or Delay	LOS
1	Canterbury Avenue between Tonopah Street & Branford Street	AM	0.226	A
		PM	0.235	A
2	Branford Street between Canterbury Avenue & Arleta Avenue	AM	0.651	B
		PM	0.570	A
3	Arleta Avenue between Branford Street & Osborne Street	AM	0.600	A
		PM	0.656	B
4	Arleta Avenue between Osborne Street & Terra Bella Street	AM	0.523	A
		PM	0.523	A
5	Arleta Avenue between Terra Bella Street & Van Nuys Boulevard	AM	0.476	A
		PM	0.448	A
6	Arleta Avenue between Van Nuys Boulevard & Devonshire Street	AM	0.631	B
		PM	0.528	A
7A	Arleta Avenue between Devonshire Street & Paxton Street	AM	0.393	A
		PM	0.450	A
7B	Arleta Avenue between Paxton Street & Chatsworth Street	AM	0.181	A
		PM	0.199	A
8A	Arleta Avenue between Chatsworth Street & Fox Street	AM	0.068	A
		PM	0.080	A
8B	Arleta Avenue between Fox Street & Chatsworth Drive	AM	0.280	A
		PM	0.282	A
9	Arleta Avenue between Chatsworth Drive & Brand Boulevard	AM	0.181	A
		PM	0.183	A
10	Brand Boulevard between Arleta Avenue & Noble Avenue	AM	0.361	A
		PM	0.347	A
11	Mission between Noble Avenue & Stranwood Avenue	AM	1.351	F
		PM	0.897	D

As shown in Table 14, all roadway segments currently operate at satisfactory LOS except Mission Boulevard between Noble Avenue and Stranwood Avenue during the a.m. peak hour.

### Construction Year Traffic Conditions

Construction of the proposed project is anticipated to begin in 2019 and end in 2028. To conduct a conservative analysis, the traffic analysis is based on 2028 conditions, and includes potential growth in traffic volumes over 10 years. Construction year traffic volumes were calculated by applying growth rates for the San Fernando, Granada Hills, Sylmar, and Tujunga area. Number of lanes, peak hour volumes, v/c ratios and LOS for roadway segments within the project area are shown in Table 15.

**Table 15. Future (Construction Year) without  
Project Construction Peak Hour Intersection LOS**

No.	Intersection	Lanes	Capacity	Peak Hour	Future w/o Project Conditions		
					Vol.	V/C or Delay	LOS
1	Canterbury Avenue between Tonopah Street & Branford Street	2	1,200	AM	278	0.232	A
				PM	289	0.241	A
2	Branford Street between Canterbury Avenue & Arleta Avenue	4	3,200	AM	2,133	0.667	B
				PM	1,870	0.584	A
3	Arleta Avenue between Branford Street & Osborne Street	4	3,200	AM	1,966	0.614	B
				PM	2,151	0.672	B
4	Arleta Avenue between Osborne Street & Terra Bella Street	4	3,200	AM	1,716	0.536	A
				PM	1,743	0.545	A
5	Arleta Avenue between Terra Bella Street & Van Nuys Boulevard	4	3,200	AM	1,560	0.488	A
				PM	1,467	0.458	A
6	Arleta Avenue between Van Nuys Boulevard & Devonshire Street	4	3,200	AM	2,067	0.646	B
				PM	1,731	0.541	A
7A	Arleta Avenue between Devonshire Street & Paxton Street	4	3,200	AM	1,289	0.403	A
				PM	1,476	0.461	A
7B	Arleta Avenue between Paxton Street & Chatsworth Street	4	3,200	AM	594	0.186	A
				PM	653	0.204	A
8A	Arleta Avenue between Chatsworth Street & Fox Street	4	3,200	AM	223	0.070	A
				PM	263	0.082	A
8B	Arleta Avenue between Fox Street & Chatsworth Drive	2	1,200	AM	344	0.287	A
				PM	346	0.288	A
9	Arleta Avenue between Chatsworth Drive & Brand Boulevard	2	1,200	AM	222	0.185	A
				PM	224	0.187	A
10	Brand Boulevard between Arleta Avenue & Noble Avenue	4	3,200	AM	1,184	0.370	A
				PM	1,137	0.355	A
11	Mission between Noble Avenue & Stranwood Avenue	2	1,200	AM	1,661	<b>1.384</b>	<b>F</b>
				PM	1,102	<b>0.918</b>	<b>E</b>

As shown in Table 15, all roadway segments are forecast to operate at satisfactory LOS except Mission Boulevard between Noble Avenue and Stranwood Avenue during the a.m. and p.m. peak hours.

### Construction Traffic Conditions

During the course of construction, especially where the open trench method is used, 4-lane roadways will be reduced to 2-lane roadways. On narrower streets, traffic will be restricted to local access only. Since the number of local trips are unknown, to present a worst-case analysis, the entire traffic volume on such streets have been assumed to be detoured over to other streets. Number of lanes, peak hour volumes, v/c ratios and LOS for roadway segments within the project area are shown in Table 16. Table 16 also shows the volume of traffic that would be required to detour to other roadways to maintain LOS D or better along the construction corridor.



**Table 16. Future (Construction Year) with Project Construction Peak Hour Intersection LOS**

No.	Intersection	Lanes	Capacity	Peak Hour	Future w/o Project Conditions			
					Vol.	V/C or Delay	LOS	Detour Vol.
1	Canterbury Avenue between Tonopah Street & Branford Street	0	0	AM	278	<i>Local Only</i>	--	278
				PM	289	<i>Local Only</i>	--	289
2	Branford Street between Canterbury Avenue & Arleta Avenue	2	1,600	AM	2,133	<b>1.333</b>	<b>F</b>	693
				PM	1,870	<b>1.169</b>	<b>F</b>	430
3	Arleta Avenue between Branford Street & Osborne Street	2	1,600	AM	1,966	<b>1.229</b>	<b>F</b>	526
				PM	2,151	<b>1.344</b>	<b>F</b>	711
4	Arleta Avenue between Osborne Street & Terra Bella Street	2	1,600	AM	1,716	<b>1.073</b>	<b>F</b>	276
				PM	1,743	<b>1.089</b>	<b>F</b>	303
5	Arleta Avenue between Terra Bella Street & Van Nuys Boulevard	2	1,600	AM	1,560	<b>0.975</b>	<b>E</b>	120
				PM	1,467	<b>0.917</b>	<b>E</b>	27
6	Arleta Avenue between Van Nuys Boulevard & Devonshire Street	2	1,600	AM	2,067	<b>1.292</b>	<b>F</b>	627
				PM	1,731	<b>1.082</b>	<b>F</b>	291
7A	Arleta Avenue between Devonshire Street & Paxton Street	2	1,600	AM	1,289	0.806	D	0
				PM	1,476	<b>0.923</b>	<b>E</b>	36
7B	Arleta Avenue between Paxton Street & Chatsworth Street	2	1,600	AM	594	0.371	A	0
				PM	653	0.408	A	0
8A	Arleta Avenue between Chatsworth Street & Fox Street	2	1,600	AM	223	0.139	A	0
				PM	263	0.164	A	0
8B	Arleta Avenue between Fox Street & Chatsworth Drive	0	0	AM	344	<i>Local Only</i>	--	344
				PM	346	<i>Local Only</i>	--	346
9	Arleta Avenue between Chatsworth Drive & Brand Boulevard	0	0	AM	222	<i>Local Only</i>	--	222
				PM	224	<i>Local Only</i>	--	224
10	Brand Boulevard between Arleta Avenue & Noble Avenue	2	1,600	AM	1,184	0.740	C	0
				PM	1,137	0.711	C	0
11	Mission between Noble Avenue & Stranwood Avenue	0	0	AM	1,661	<i>Local Only</i>	--	1,661
				PM	1,102	<i>Local Only</i>	--	1,102

As shown in Table 16, the following six segments would operate at unsatisfactory conditions during construction:

- Branford Street between Canterbury Avenue & Arleta Avenue
- Arleta Avenue between Branford Street & Osborne Street
- Arleta Avenue between Osborne Street & Terra Bella Street
- Arleta Avenue between Terra Bella Street & Van Nuys Boulevard
- Arleta Avenue between Van Nuys Boulevard & Devonshire Street
- Arleta Avenue between Devonshire Street & Paxton Street

Construction impacts are temporary in nature and the reduction in capacity would be temporary. As such, this analysis includes an evaluation of alternative routes to reduce delays and improve LOS and traffic flow. Detour routes have been identified for the impacted segments identified above. In addition, routes to detour through traffic at roadways which will be restricted to local traffic only have also been identified. Traffic will be restricted to local access only at the following segments:

- Canterbury Avenue between Tonopah Street & Branford Street
- Arleta Avenue between Chatsworth Drive & Brand Boulevard
- Brand Boulevard between Arleta Avenue & Noble Avenue
- Mission Boulevard between Noble Avenue & Stranwood Avenue

### ***Potential Detour Routes During Construction***

Canterbury Avenue between Tonopah & Branford Street: During construction, Canterbury Avenue between Tonopah & Branford Street would be restricted to local traffic only. Since Canterbury terminates approximately 0.5-mile south of Branford Street, most of the traffic on the segment is local traffic. The traffic volumes are very low along this segment and are anticipated to be less than 300 vehicles during the peak hours. It is not anticipated that this traffic would detour to other streets.

Branford Street between Canterbury Avenue & Arleta Avenue: Branford Street between Canterbury Avenue & Arleta Avenue is anticipated to operate at unsatisfactory LOS during construction. Approximately 693 vehicles during the a.m. peak hour and 430 vehicles during the p.m. peak hour would be required to be rerouted to maintain satisfactory LOS. Wentworth west of Arleta Avenue has a residual capacity of 714 vehicles during the a.m. peak hour and 749 vehicles during the p.m. peak hour. Arleta Avenue South of Branford Street has a residual capacity of 1086 vehicles during the a.m. peak hour and 985 vehicles during the p.m. peak hour. Canterbury Avenue between Tonopah Street & Branford Street has a residual capacity of 922 vehicles during the a.m. peak hour and 911 vehicles during the p.m. peak hour. These roadways would accommodate the detouring traffic for this segment.

Arleta Avenue between Branford Street & Osborne Street: Arleta Avenue between Branford Street & Osborne Street is anticipated to operate at unsatisfactory LOS during construction. Approximately 526 vehicles during the a.m. peak hour and 711 vehicles during the p.m. peak hour would be required to be rerouted to maintain satisfactory LOS. Canterbury Avenue between Branford Street & Osborne Street has a residual capacity of 2809 vehicles during the a.m. peak hour and 2806 vehicles during the p.m. peak hour. Beachy Avenue South of Osborne Street has a residual capacity of 719 vehicles during the a.m. peak hour and 606 vehicles during the p.m. peak hour. Osborne Street west of Arleta Avenue has a residual capacity of 407 vehicles during the a.m. peak hour and 440 vehicles during the p.m. peak hour. Terra Bella Street west of Arleta Avenue has a residual capacity of 972 vehicles during the a.m. peak hour and 1074 vehicles during the p.m. peak hour. These roadways would accommodate the detouring traffic for this segment.

Arleta Avenue between Osborne Street & Terra Bella Street: Arleta Avenue between Branford Street & Osborne Street is anticipated to operate at unsatisfactory LOS during construction. Approximately 276 vehicles during the a.m. peak hour and 303 vehicles during the p.m. peak hour would be required to be rerouted to maintain satisfactory LOS.

Osborne Street east of Arleta Avenue has a residual capacity of 273 vehicles during the a.m. peak hour and 439 vehicles during the p.m. peak hour. Osborne Street west of Arleta Avenue has a residual capacity of 407 vehicles during the a.m. peak hour and 440 vehicles during the p.m. peak hour. Terra Bella Street east of Arleta Avenue has a residual capacity of 1066 vehicles during the a.m. peak hour and 1185 vehicles during the p.m. peak hour. Terra Bella Street west of Arleta Avenue has a residual capacity of 972 vehicles during the a.m. peak hour and 1074 vehicles during the p.m. peak hour. Beachy Avenue South of Terra Bella Street has a residual capacity of 744 vehicles during the a.m. peak hour and 778 vehicles during the p.m. peak hour. Laurel Canyon Boulevard South of Terra Bella Street has a residual capacity of 808 vehicles during the a.m. peak hour and 886 vehicles during the p.m. peak hour. These roadways would accommodate the detouring traffic for this segment.

Arleta Avenue between Terra Bella Street & Van Nuys Boulevard: Arleta Avenue between Terra Bella Street & Van Nuys Boulevard is anticipated to operate at unsatisfactory LOS during construction. Approximately 120 vehicles during the a.m. peak hour and 27 vehicles during the p.m. peak hour would be required to be rerouted to maintain satisfactory LOS. Beachy Avenue South of Van Nuys Boulevard has a residual capacity of 638 vehicles during the a.m. peak hour and 688 vehicles during the p.m. peak hour. Laurel Canyon Boulevard South of Van Nuys Boulevard has a residual capacity of 751 vehicles during the a.m. peak hour and 789 vehicles during the p.m. peak hour. Bartee Avenue South of Van Nuys Boulevard has a residual capacity of 868 vehicles during the a.m. peak hour and 938 vehicles during the p.m. peak hour. Terra Bella Street east of Arleta Avenue has a residual capacity of 1066 vehicles during the a.m. peak hour and 1185 vehicles during the p.m. peak hour. Terra Bella Street west of Arleta Avenue has a residual capacity of 972 vehicles during the a.m. peak hour and 1074 vehicles during the p.m. peak hour. Van Nuys Boulevard east of Arleta Avenue has a residual capacity of 723 vehicles during the a.m. peak hour and 1009 vehicles during the p.m. peak hour. Van Nuys Boulevard west of Arleta Avenue has a residual capacity of 733 vehicles during the a.m. peak hour and 899 vehicles during the p.m. peak hour. These roadways would accommodate the detouring traffic for this segment.

Arleta Avenue between Van Nuys Boulevard & Devonshire Street: Arleta Avenue between Van Nuys Boulevard & Devonshire Street is anticipated to operate at unsatisfactory LOS during construction. Approximately 627 vehicles during the a.m. peak hour and 291 vehicles during the p.m. peak hour would be required to be rerouted to maintain satisfactory LOS. Devonshire Street East of Woodman Avenue has a residual capacity of 819 vehicles during the a.m. peak hour and 895 vehicles during the p.m. peak hour. Van Nuys Boulevard east of Arleta Avenue has a residual capacity of 723 vehicles during the a.m. peak hour and 1009 vehicles during the p.m. peak hour. Van Nuys Boulevard west of Arleta Avenue has a residual capacity of 733 vehicles during the a.m. peak hour and 899 vehicles during the p.m. peak hour. Paxton Street east of Arleta Avenue has a residual capacity of 1822 vehicles during the a.m. peak hour and 1726 vehicles during the p.m. peak hour. Woodman Avenue South of Chatsworth Street has a residual capacity of 1877 vehicles during the a.m. peak hour and 1952 vehicles during the p.m. peak hour. Laurel Canyon Boulevard South of Paxton Street has a residual capacity of 293 vehicles during the a.m. peak hour and 630 vehicles during the p.m. peak hour. These roadways would accommodate the detouring traffic for this segment.

Arleta Avenue between Devonshire Street & Paxton Street: Arleta Avenue between Devonshire Street & Paxton Street is anticipated to operate at unsatisfactory LOS during construction. The a.m. peak hour would operate acceptably while 36 vehicles during the p.m. peak hour would be required to be rerouted to maintain satisfactory LOS. Devonshire Street East of Woodman Avenue has a residual capacity of 819 vehicles during the a.m. peak hour and 895 vehicles during the p.m. peak hour. Chatsworth Street West of Arleta Avenue has a residual capacity of 2626 vehicles during the a.m. peak hour and 2611 vehicles during the p.m. peak hour. Filmore Street East of Arleta Avenue has a residual capacity of 966 vehicles during the a.m. peak hour and 941 vehicles during the p.m. peak hour. Fox Street West of Arleta Avenue has a residual capacity of 393 vehicles during the a.m. peak hour and 353 vehicles during the p.m. peak hour. Woodman Avenue South of Chatsworth Street has a residual capacity of 1877 vehicles during the a.m. peak hour and 1952 vehicles during the p.m. peak hour. Laurel Canyon Boulevard North of Paxton Street has a residual capacity of 32 vehicles during the a.m. peak hour and 522 vehicles during the p.m. peak hour. Sharp Avenue South of Paxton Street has a residual capacity of 949 vehicles during the a.m. peak hour and 929 vehicles during the p.m. peak hour. These roadways would accommodate the detouring traffic for this segment.

Arleta Avenue between Fox Street & Chatsworth Drive: During construction, Arleta Avenue between Fox Street & Chatsworth Drive would be restricted to local traffic only. Approximately 344 vehicles during the a.m. peak hour and 346 vehicles during the p.m. peak hour would be required to be rerouted to other streets to/from their destinations. Chatsworth Drive east of Arleta Avenue has a residual capacity of 2043 vehicles during the a.m. peak hour and 1942 vehicles during the p.m. peak hour. Chatsworth Drive west of Arleta Avenue has a residual capacity of 2231 vehicles during the a.m. peak hour and 2099 vehicles during the p.m. peak hour. Chatsworth Street West of Arleta Avenue has a residual capacity of 2626 vehicles during the a.m. peak hour and 2611 vehicles during the p.m. peak hour. Sharp Avenue South of Chatsworth Drive has a residual capacity of 911 vehicles during the a.m. peak hour and 907 vehicles during the p.m. peak hour. These roadways would accommodate the detouring traffic for this segment.

Arleta Avenue between Chatsworth Drive & Brand Boulevard: During construction, Arleta Avenue between Chatsworth Drive & Brand Boulevard would be restricted to local traffic only. Approximately 222 vehicles during the a.m. peak hour and 224 vehicles during the p.m. peak hour would be required to be rerouted to other streets to/from their destinations. Most of this traffic is likely to be local traffic. Chatsworth Drive east of Arleta Avenue has a residual capacity of 2043 vehicles during the a.m. peak hour and 1942 vehicles during the p.m. peak hour. Chatsworth Drive west of Arleta Avenue has a residual capacity of 2231 vehicles during the a.m. peak hour and 2099 vehicles during the p.m. peak hour. Brand Boulevard east of Arleta Avenue has a residual capacity of 2065 vehicles during the a.m. peak hour and 2012 vehicles during the p.m. peak hour. Brand Boulevard west of Arleta Avenue has a residual capacity of 2016 vehicles during the a.m. peak hour and 2063 vehicles during the p.m. peak hour. Laurel Canyon Boulevard South of Brand Boulevard has a residual capacity of 1024 vehicles during the a.m. peak hour and 664 vehicles during the p.m. peak hour. Chatsworth Street West of Arleta Avenue has a residual capacity of 2626 vehicles during the a.m. peak hour and 2611 vehicles during the p.m. peak hour. Fox Street North of Arleta Avenue has a residual capacity of 477 vehicles during the a.m. peak hour and 426 vehicles during the p.m. peak hour. Sepulveda Boulevard North of 118 has a residual capacity of 2113

vehicles during the a.m. peak hour and 1419 vehicles during the p.m. peak hour. These roadways would accommodate the detouring traffic for this segment.

Mission Boulevard between Noble Avenue & Stranwood Avenue: During construction, Mission Boulevard between Noble Avenue & Stranwood Avenue would be restricted to local traffic only. Mission Boulevard currently operates at unsatisfactory LOS. Approximately 1,661 vehicles during the a.m. peak hour and 1,102 vehicles during the p.m. peak hour will require to be rerouted to other streets to/from their destinations. Rinaldi Street near Sepulveda Boulevard has a residual capacity of 592 vehicles during the a.m. peak hour and 32 vehicles during the p.m. peak hour. Brand Boulevard near Columbus Avenue has a residual capacity of 1771 vehicles during the a.m. peak hour and 1605 vehicles during the p.m. peak hour. Sepulveda Boulevard North of 118 has a residual capacity of 2113 vehicles during the a.m. peak hour and 1419 vehicles during the p.m. peak hour. These roadways would accommodate the detouring traffic for this segment.

Based on the above detour route analysis, while several segments are likely to operate at less than satisfactory operations during construction due to reduction in number of lanes, the surrounding roadways have sufficient capacity to allow for efficient detouring, which would reduce impacts on the study roadway segments during construction. Additionally, to minimize the disruption to traffic during construction and guide vehicles to potential detour routes, a traffic management plan (TMP) would be prepared for the proposed project to identify satisfactory detour routes, as outlined in Mitigation Measure TRA-1. Implementation of Mitigation Measure TRA-1 would ensure that impacts to traffic during construction would be less than significant.

#### *Mitigation Measure*

**TRA-1** LADWP, prior to the start of construction, shall coordinate with LADOT to prepare a Traffic Management Plan (TMP). The TMP shall be prepared by a registered traffic or civil engineer, as appropriate, based on City of Los Angeles permit guidelines. The TMP shall be prepared with the goals of minimizing traffic delay or time spent in queue; maintaining traffic flow throughout the project corridor and the surrounding areas; and providing a safe environment for the work force and motoring public. The TMP shall identify satisfactory detour routes for segments that are likely to operate at less than satisfactory operations during construction. The TMP shall remain active throughout the construction of the project. The TMP shall be updated if substantial changes to the project scope occur affecting the function or adequacy of the TMP or if elements of the TMP need to be adjusted to adequately address congestion at the project site. The following elements shall be prioritized in the TMP to reduce traveler delay and enhance traveler safety:

1. Public Awareness Campaign
2. Motorist Information Strategies
3. Incident Management
4. Contingency Plans

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Less Than Significant Impact.** Project related traffic impacts would only occur during construction activities. No traffic impacts would occur during operation of the proposed project. The County of Los Angeles Congestion Management Program level of significance thresholds are not intended to be applied to construction activities. As such, the proposed project would not exceed the significant impact thresholds defined by the County's Congestion Management Program. The proposed project would not generate any new measurable and regular vehicle trips during project operation. The impact would be less than significant.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** The proposed project would not result in a change in air traffic patterns. Construction and operation of the proposed project would not generate air traffic. Further, the proposed project would not include any high-rise structures that could act as a hazard to aircraft navigation. No impact would occur.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**No Impact.** The proposed project would primarily be constructed within existing roadways. No design changes to the existing roadways or use of roadways would occur. Although construction of the proposed project would require temporary roadway lane closures and detours, the proposed project does not include any permanent alterations of roadways. Once construction within a segment of roadway has been completed, these facilities would be returned to their original conditions. Therefore, no impact related to an increase in hazards due to a design feature or incompatible uses would occur.

- e) Result in inadequate emergency access?**

**Less Than Significant Impact.** Installation of the proposed trunk line would require temporary partial and complete lane closures during the construction period, which could have an effect on emergency access. Additionally, emergency services may be needed at a location where access is temporarily blocked by the construction zone. However, work would be completed in smaller segments of several hundred feet to maintain as much access as possible at a given time along the roads, at intersections, and to driveways along the alignment. When practical, portions of the roadway under construction may also be reopened during non-work hours by removing barriers and placing steel plates over open trenches. LADWP would consult with emergency service providers (e.g., LAPD, LAFD, etc.) regarding construction schedules, and worksite traffic control and detour plans. Following installation of the proposed trunk line, all roadways would be returned to their existing conditions. Development of such plans and consultation with emergency service providers would ensure that impacts related to emergency response and access during construction would be less than significant.

- f) **Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Less than Significant Impact with Mitigation Incorporated.** Construction of the proposed project would primarily occur within existing roadways and would require the closure of traffic lanes and would result in temporary traffic restrictions. These construction activities are also anticipated to temporarily affect public transit, bicycle, or pedestrian facilities along the proposed project alignment. The TMP outlined in Mitigation Measure TRA-1 would include provisions for the temporary relocation of any public transit stops and any necessary bicycle and/or pedestrian facility detours. Implementation of Mitigation Measure TRA-1 would ensure that impacts to public transit, bicycle, and pedestrian facilities during construction would be less than significant.

No long-term impacts to public transit, bicycle, or pedestrian facilities would occur during project operation.

## **XVII. TRIBAL CULTURAL RESOURCES**

**Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- a) **Listed of eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

**No Impact.** As discussed in Section V(a), no resources eligible for listing were identified within the project area. A records search identified no resources which are listed or eligible for listing in the California Register of Historical Resources or a local register which could be identified as tribal cultural resources associated with the project site. A Sacred Land File search conducted by the Native American Heritage Commission did not result in the identification of any documented sacred lands within 0.5 miles of the proposed project. However, there is a low potential that archaeological resources which could be identified as tribal cultural resources may be encountered during ground disturbing activities for the proposed project. If any Native American cultural material is encountered within the project site, consultation with interested Native American parties will be conducted to apprise them of any such findings and solicit any comments they may have regarding the appropriate treatment and disposition of the resources. Therefore, the proposed project would not result in a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in a state or local register of historical resources. No impact would occur.

- b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Less Than Significant Impact with Mitigation Incorporated.** As discussed in Section XVII(a) above, no tribal cultural resources were identified within the project area; however, Assembly Bill 52 consultation with the Native American Heritage Commission and Native American contacts in the project area is ongoing. In March 2018, emails and letters were sent to eight Native American contacts classified by the Native American Heritage Commission as potential sources of information related to cultural resources in the vicinity of the project area. The letters advised the tribes and specific individuals of the proposed project and requested information regarding cultural resources in the immediate area, as well as feedback or concerns related to the proposed project. To date, LADWP received a request from the Fernandeano Tataviam Band of Mission Indians to be notified if Native American resources are encountered during ground-disturbing activities.

No specific tribal cultural resources have been identified, but the project area is identified as being sensitive for tribal cultural resources. During the construction of the proposed project, unknown tribal cultural resources could potentially be encountered, particularly during ground-disturbing activities. Therefore, Mitigation Measure TCR-1 would be implemented during construction and would include consultation with Native American parties. With implementation of Mitigation Measure TCR-1, and ongoing consultation with Native American representatives, impacts to tribal cultural resources would be less than significant.

*Mitigation Measure*

**TCR-1** If Native American cultural materials are encountered during project-related ground disturbance, a representative from the Fernandeano Tataviam Band of Mission Indians shall be engaged to monitor ground-disturbing work in the area containing the Native American cultural resources. This monitoring would occur on an as-needed basis and would be intended to ensure that Native American concerns are taken into account during the construction process. Native American involvement shall also be addressed in the project CRMMP.

## **XVIII. UTILITIES AND SERVICE SYSTEMS**

**Would the project:**

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**Less than Significant Impact.** As discussed in Section IV(a), the proposed project would be required to prepare a SWPPP outlining the BMPs to be implemented to avoid or minimize runoff discharges. Any water discharged from construction of the proposed project would comply with the NPDES permit requirements. Compliance with these existing regulations would ensure that the proposed project would not



exceed wastewater treatment requirements; therefore, impacts would be less than significant.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than Significant Impact.** The proposed project would involve the installation of a trunk line in an existing roadway to replace an existing aging trunk line, and the construction and operation of the proposed project would not result in the need for additional water or wastewater treatment facilities. Construction of the proposed project is scheduled to begin in 2019 and is anticipated to last approximately 9 years. The number of daily on-site workers would range from a low of 10 personnel to a high of 40 personnel, depending on the number of active construction crews working on Unit 1 and Unit 2. During construction, water would be required for activities such as dust control. However, these activities are limited and temporary and would not consume large amounts of water requiring construction of new water treatment facilities. Sanitary waste related to the temporary increase in on-site workforce during project construction would be handled through the use of portable chemical toilets, the waste from which would be removed by a private contractor and disposed at an approved off-site location that would comply with the wastewater treatment requirements of the RWQCB. Due to the temporary nature of the construction activities and the relatively low number of construction workers, the amount of construction-related wastewater that would be generated is not expected to have a significant impact related to the capacity of existing wastewater treatment facilities. In addition, no additional workers are anticipated for project operation. Therefore, impacts would be less than significant.

- c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**No Impact.** As discussed in Section IX(e), all drainage flows would be routed through existing storm infrastructure serving the project site and surrounding areas. Following construction, storm water flows would be similar to existing conditions. Therefore, the proposed project would not require or result in the construction or expansion of storm water drainage facilities, and no impact would occur.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less Than Significant Impact.** Construction of the proposed project would require a limited quantity of water for dust control, excavation, and other construction-related activities. Existing water resources provided by LADWP would be sufficient to meet those needs. Once completed, the proposed CTLN would not require new water supplies or increase the demand for water use. Therefore, impacts would be less than significant.

- e) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**No Impact.** Construction of the proposed project would generate nominal amounts of wastewater that would not require an increase in demand for wastewater treatment capacity. Once complete, the pipeline would convey existing potable water to existing customers. Therefore, no impacts to wastewater treatment capacity would occur.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less Than Significant Impact.** The proposed project would require excavation for the installation of the proposed CTLN. Construction activities would generate construction waste, including demolished asphalt and soils. The proposed project would incorporate source reduction techniques and recycling measures, as well as maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance. These measures would minimize the amount of construction debris generated by the proposed project that would need to be disposed of in an area landfill. Excavated soils would be hauled off-site to another construction site in the region for reuse as fill material or disposed of in an area landfill approved to accept spoils. The proposed project would utilize Calabasas Landfill, located at 5300 Los Hills Road in Agoura, California. The Calabasas Landfill has a maximum permitted throughput of 3,500 tons per day. As of December 2014, the remaining capacity was approximately 14,500,000 cubic yards and the expected cease operation date is the year January 2029.<sup>41</sup> The amount of debris is generated during construction is anticipated to be minimal and is not anticipated to significantly impact landfill capacities. Once construction is complete, the operation of the pipeline would not generate solid waste. Therefore, impacts would be less than significant.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

**No Impact.** The proposed project would comply with federal, state, and local statutes and regulations regarding solid waste. As discussed in Section XVIII(f) above, construction debris would be recycled or disposed of according to local and regional standards. All materials would be handled and disposed of in accordance with existing local, state, and federal regulations. No impact would occur.

<sup>41</sup> CalRecycle, Facility/Site Summary Details: Calabasas Landfill (19-AA-0056). Website: <http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0056/Detail/>, accessed March 8, 2018.

## **XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

**Less Than Significant Impact with Mitigation Incorporated.** The project is located in the heavily-urbanized communities of Arleta, Mission Hills, and Granada Hills. No natural vegetation communities exist within the project area. Ornamental vegetation, including primarily street trees and lawns lie adjacent to the proposed CTLN alignment. The CNDDDB search conducted for the proposed project indicates very few records of special-status species that coincide with the proposed alignment or immediately adjacent, and those that have been recorded, are 35 plus years old and are likely extirpated due to the urban developed nature of the project site and lack of potentially suitable habitat to support any special-status species. As a result, the proposed project would not result in a substantial adverse impact to listed, candidate, or otherwise sensitive special-status plant or wildlife species. However, noise and dust generated during construction could indirectly impact nesting birds resulting in increased nestling mortality due to nest abandonment or decreased feeding frequency. Such indirect impacts due to construction activities occurring during the nesting bird season, generally considered to extend from February 15 through September 15, would be avoided by complying with existing regulations (i.e. MBTA, CFGC) that protect nesting birds. Since entirely avoiding the nesting bird season is not possible due to the nature of the project, compliance would be achieved through the implementation of Mitigation Measure BIO-1, which would require pre-construction surveys be conducted to ensure compliance with the MBTA and CFGC. With implementation of BIO-1, the indirect impacts of construction on nesting birds would be reduced to less than significant.

As discussed in Section V(a) above, one cultural resource was identified within the project area. However, the above-ground segment of the San Fernando Siphon of the City Trunk Line was evaluated and found not to be eligible for listing in either the NRHP or the CRHR. This resource does not meet the level of significance to meet NRHP criteria A through D or CRHR criteria 1 through 4. This resource does not have specific associations with any historic events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States (Criterion A/1); has specific associations with a person whose life was important to local, California, or national history (Criterion B/2); embodies the distinctive characteristics of a type, period, or method of construction or represent the work of a master, or possess high artistic values (Criterion C/3); or yield information important in the prehistory or history of the local area, California, or the nation (Criterion D/4). However, Based on the results of the records search and the Native American contact program, the project area is culturally sensitive for prehistoric and/or historic archaeological resources. Such resources may lie beneath the surface obscured by pavement or buried beneath alluvial sediment. Because the potential to encounter archaeological resources exists for this project, implementation of Mitigation Measures CR-1 through CR-3 would

ensure impacts to archaeological resources would be less than significant. Additionally, Mitigation Measure TCR-1 would require Native American monitoring if Native American cultural materials are encountered during ground-disturbing activities. In addition, the older alluvium in the project area has the potential to contain significant fossil deposits. If paleontological deposits are encountered during excavation or ground-disturbing activities, the proposed project would require implementation of Mitigation Measure CR-4 to reduce impacts to less than significant.

- b) Does the project have environmental effects that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

**Less Than Significant Impact with Mitigation Incorporated.** As discussed in Section III(c) above, the proposed project is located within the Los Angeles County portion of the South Coast Air Basin, which is designated a non-attainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. In order to maintain attainment status of the South Coast Air Basin and comply with the State Implementation Plan, the SCAQMD has developed project-level thresholds of significance for criteria pollutants. The proposed project would not generate regional construction emissions in excess of the SCAQMD thresholds. Therefore, no cumulatively considerable impact would occur during construction. The proposed project does not include an operation component beyond maintenance activities or emergency repair. As such, no cumulatively considerable air quality impact would occur during operations.

As discussed in Section VII(a) above, GHG emissions contribute to the global condition known as the greenhouse effect. Because this issue is by its very nature cumulative, CARB established a threshold of significance and climate reduction strategies. The proposed project would generate short-term emissions of GHGs during construction. However, these emissions would be far less than the thresholds of significance. The cumulative impact would be less than significant.

As discussed in Section XII(c) above, the proposed project would not require additional site staff for maintenance activities. Noise levels could result in temporary noise levels at the project site; however, construction noise impacts would be temporary in nature and implementation of Mitigation Measures NOI-1 through NOI-7 would reduce impacts to less-than-significant levels. As such, there would be no permanent increase in ambient noise levels, and the proposed project would not result in cumulatively considerable noise impact.

As discussed in Section XVI(a) above, the cumulative traffic analysis considered the addition of background traffic growth and other proposed projects combined with project construction traffic. Construction activities would result in less than significant impacts on project area roadways with implementation of Mitigation Measure TRA-1.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact.** As discussed throughout Section III of this MND, the proposed project would predominantly be temporary in nature driven by construction activities. As such, the proposed project would not result in potentially significant impacts to the environment that would result in substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts would be less than significant.

## **SECTION 4 LIST OF PREPARERS**

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### **LEAD AGENCY**

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111 N. Hope Street, Room 1044  
Los Angeles, CA 90012

### **PREPARED BY**

Los Angeles Department of Water & Power  
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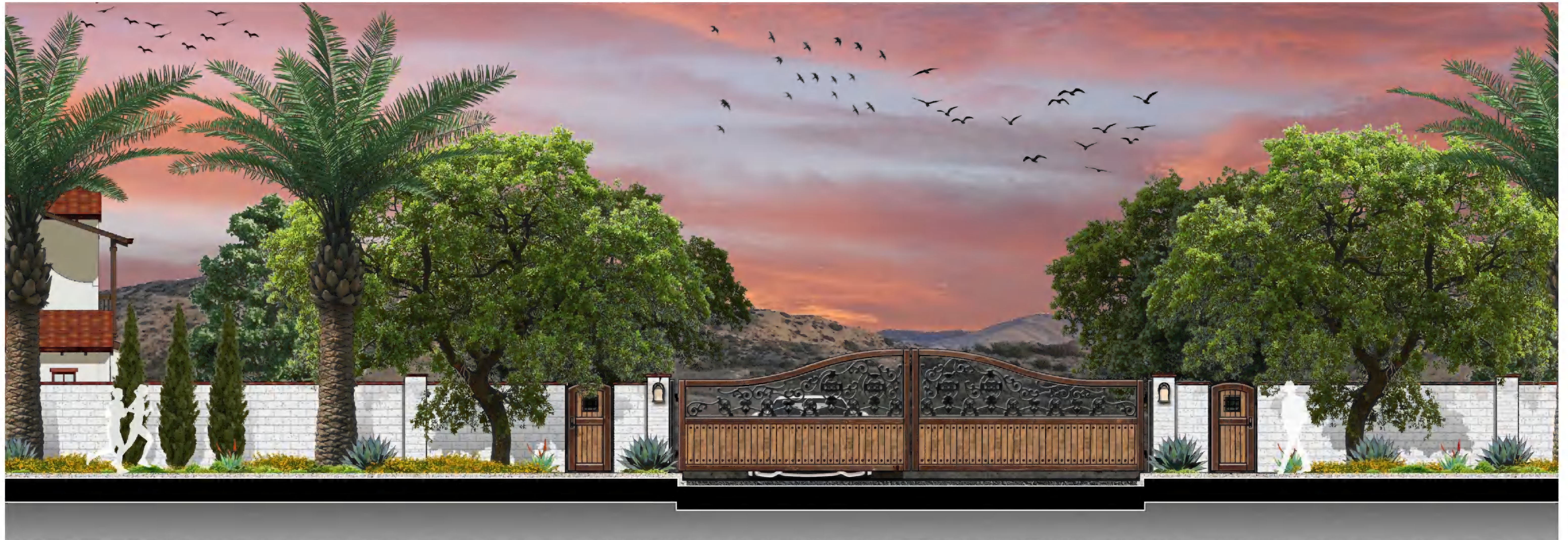
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Elevation 'A'

Scale: 1/8" = 1'-0"

'A' Street

## Schematic - Optional Entry Vehicular Gates

Santa Susana Estates, LLC.

3rd City Submittal-Revised Jan. 10, 2019 | Project No.: BE03-D  
Date: Sept. 06, 2018

**L-5**

# Santa Susana Estates

**studio**  
**PAD**  
Landscape Architecture





CITY HALL  
LOS ANGELES, CALIFORNIA 90012

May 31, 2019

Councilmember Greig Smith  
City of Los Angeles, 12<sup>th</sup> District  
200 N. Spring St., Room 405  
Los Angeles, CA 90012

The Honorable Jim Beall, Chair, Committee on Transportation  
State Capitol, Room 2082  
Sacramento, CA 95814

The Honorable Nancy Skinner, Chair, Committee on Public Safety  
State Capitol, Room 5094  
Sacramento, CA 95814

**Re: Opposition to AB 516 (Chiu) Authority to Remove Vehicles**

Dear Honorable Chairs:

I am writing to express my strong opposition to AB 516 (Chiu). This bill would negatively impact businesses and residents in my district and across the City of Los Angeles. While there is no doubt that retrieving a vehicle from impound can be expensive, other policies should be considered to address this issue. Severely curbing the ability of local jurisdictions to regulate their right-of-ways will only encourage scofflaw behavior, create blight and public health issues, as well as severely hamper the ability of law enforcement to identify owners of vehicles involved in crimes.

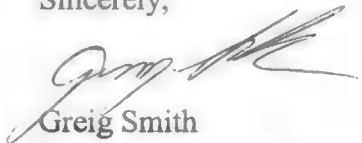
As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been left in the public right-of-way for over 72 hours. This prohibition would allow individuals to park anywhere, no matter posted parking restrictions, without fear of repercussions. In addition, this bill removes the ability of local governments to tow or immobilize

vehicles with five or more unpaid parking citations, further reducing the City's ability to collect on parking citations and discourage scofflaw behavior.

In addition, this bill will prohibit the towing of vehicles with registration that is six months or more out of date. This will encourage individuals to stop registering their vehicles, and make it difficult for law enforcement to find the owners of vehicles involved in crimes. Vehicle registration is also a significant factor in ensuring that vehicles on the road are safe to operate and are in compliance with the state's emission laws. Further, a portion of vehicle license fees is set aside for road reconstruction projects through SB 1. Removing the deterrent for non-registration will only encourage individuals to stop registering their vehicles, impacting our public safety, environment and tax receipts.

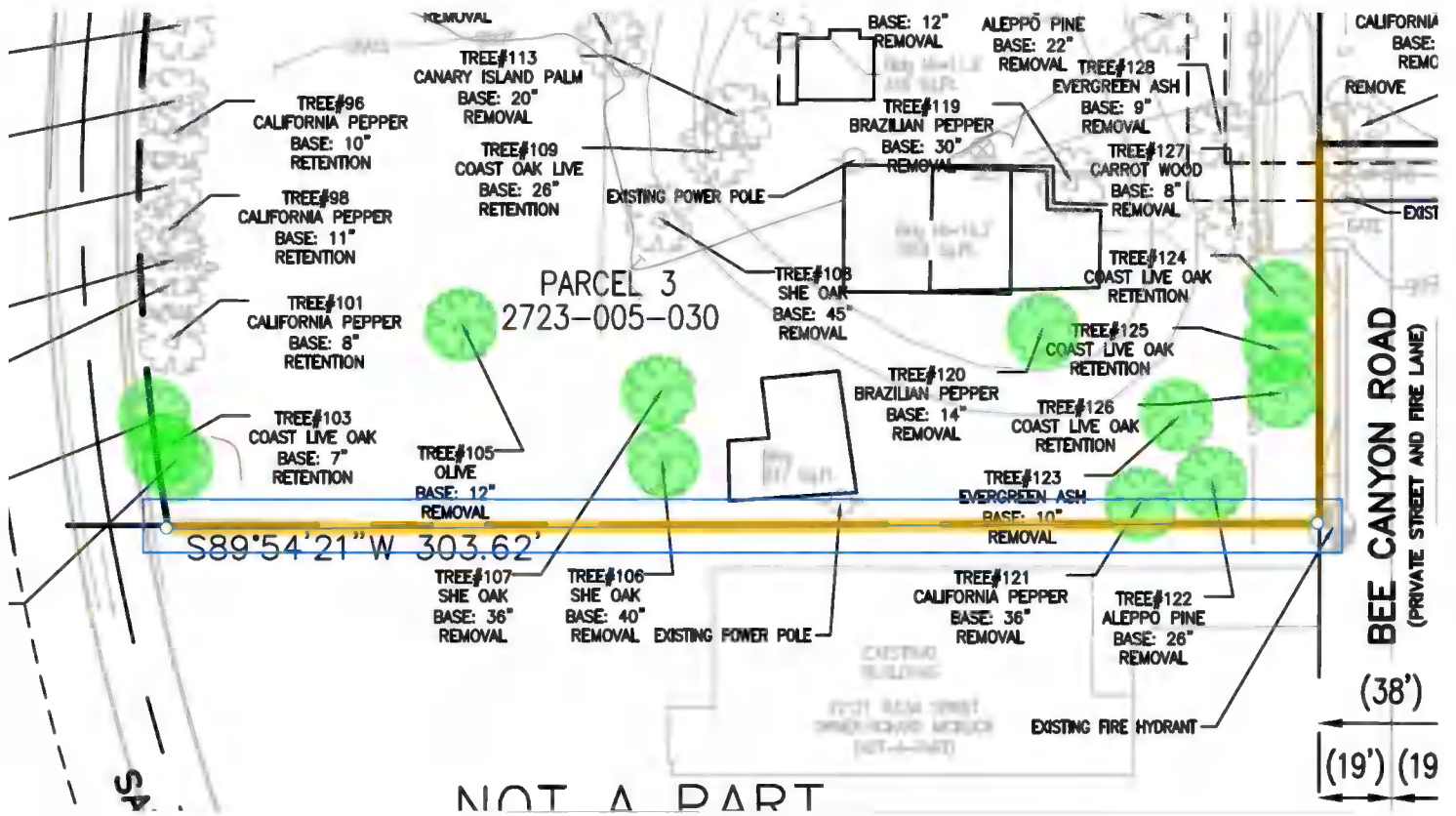
While well intentioned, AB 516 should not be advanced. If the legislature wishes to address the problems faced by low income drivers, other policies should be considered. As an example, the City of Los Angeles offers a program that provides parking citation payment plans for indigent individuals, and operates a program which allows individuals experiencing homelessness to pay their citations through community service or enrollment in a homeless services program. Programs like these would be better suited for this problem than removing all enforcement ability and encouraging scofflaw behavior.

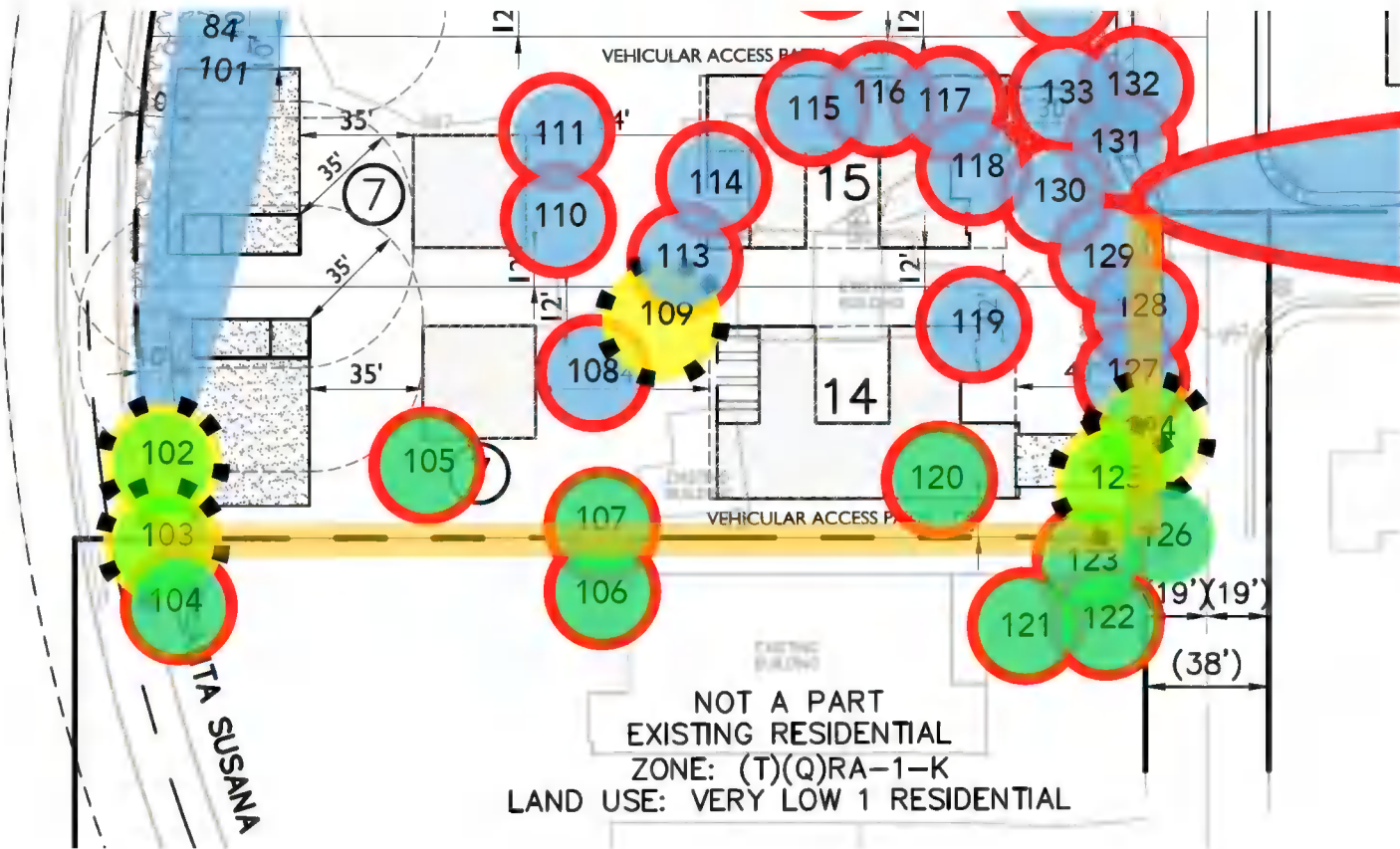
Sincerely,



Greig Smith  
City of Los Angeles  
Councilmember, 12<sup>th</sup> District

cc: The Honorable David Chiu  
Members, Senate Committee on Transportation  
Members, Senate Committee on Public Safety  
Los Angeles Senate Delegation





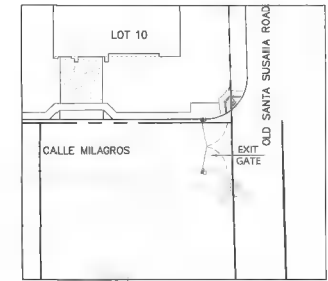
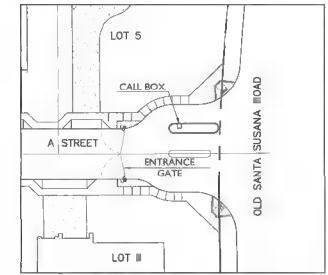
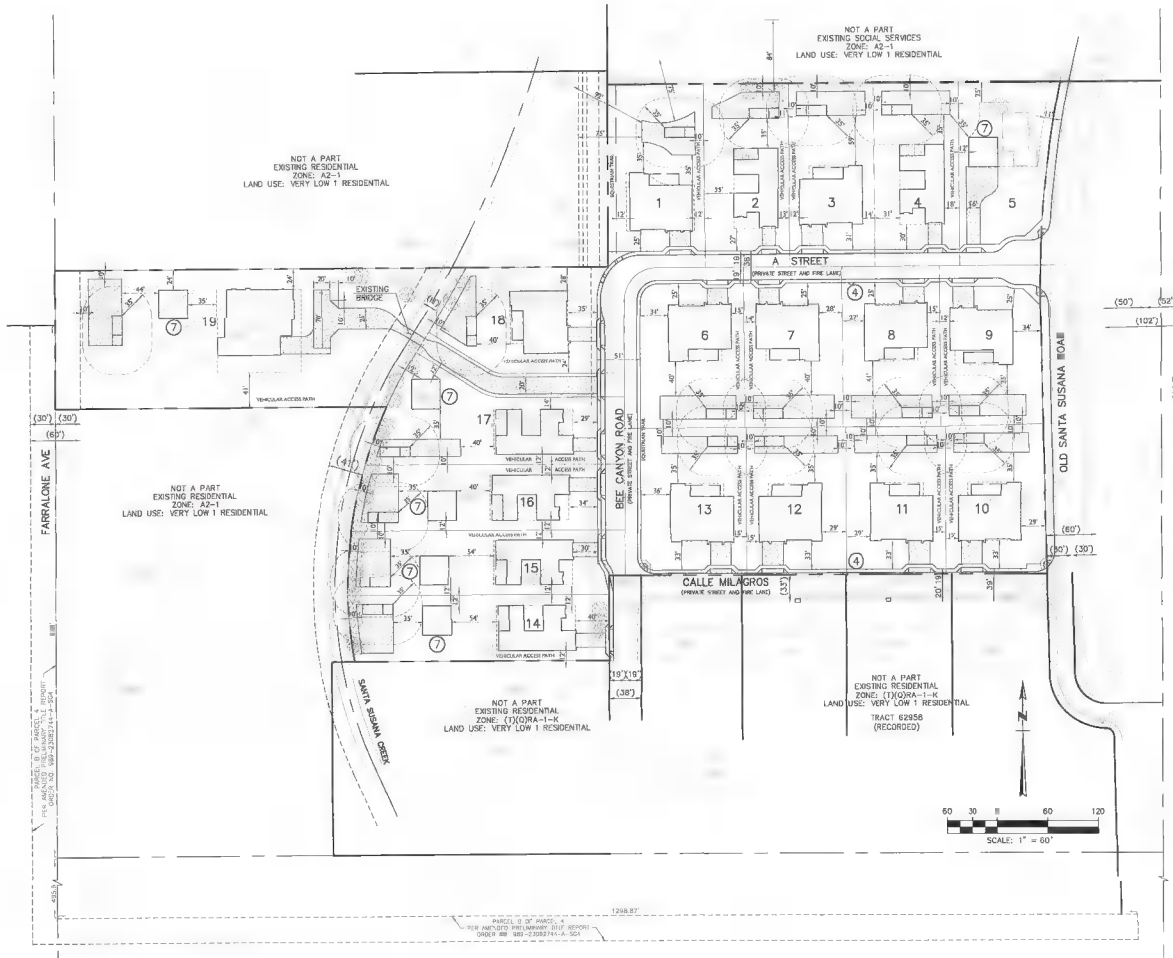
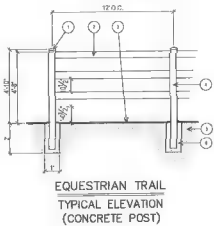




# LEGEND:

- (1305) — EXISTING CONTOURS
- 9 LOT NUMBERS
- 70 PROPOSED STREET GRADES
- BOUNDARY LINE
- EXISTING TREES TO REMAIN (REFER TO SHEET 3)
- MANUFACTURED SLOPES

- LEGEND:**
1. 12" x 12" x 12" Veneer
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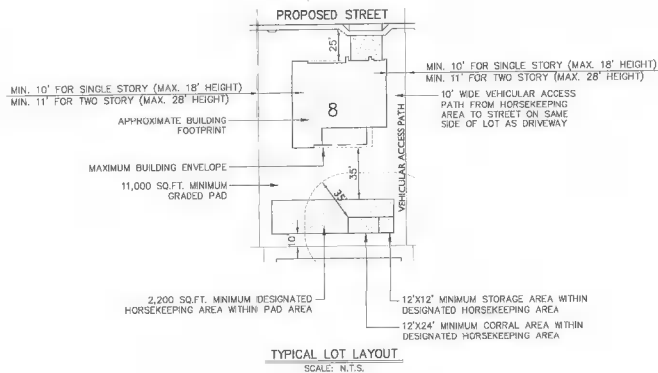


## NOTES:

### 1. MAXIMUM BUILDING ENVELOPE INFORMATION:

LOT No.	AREA (SQ. FT.)	LOT No.	AREA (SQ. FT.)
1	4894	11	5000
2	5000	12	5000
3	5000	13	5000
4	5000	14	5000-1200
5	5000-1200	15	5000-1200
6	5000	16	5000-1200
7	5000	17	5000-1200
8	5000	18	5000
9	5000	19	10000-1200
10	5000		

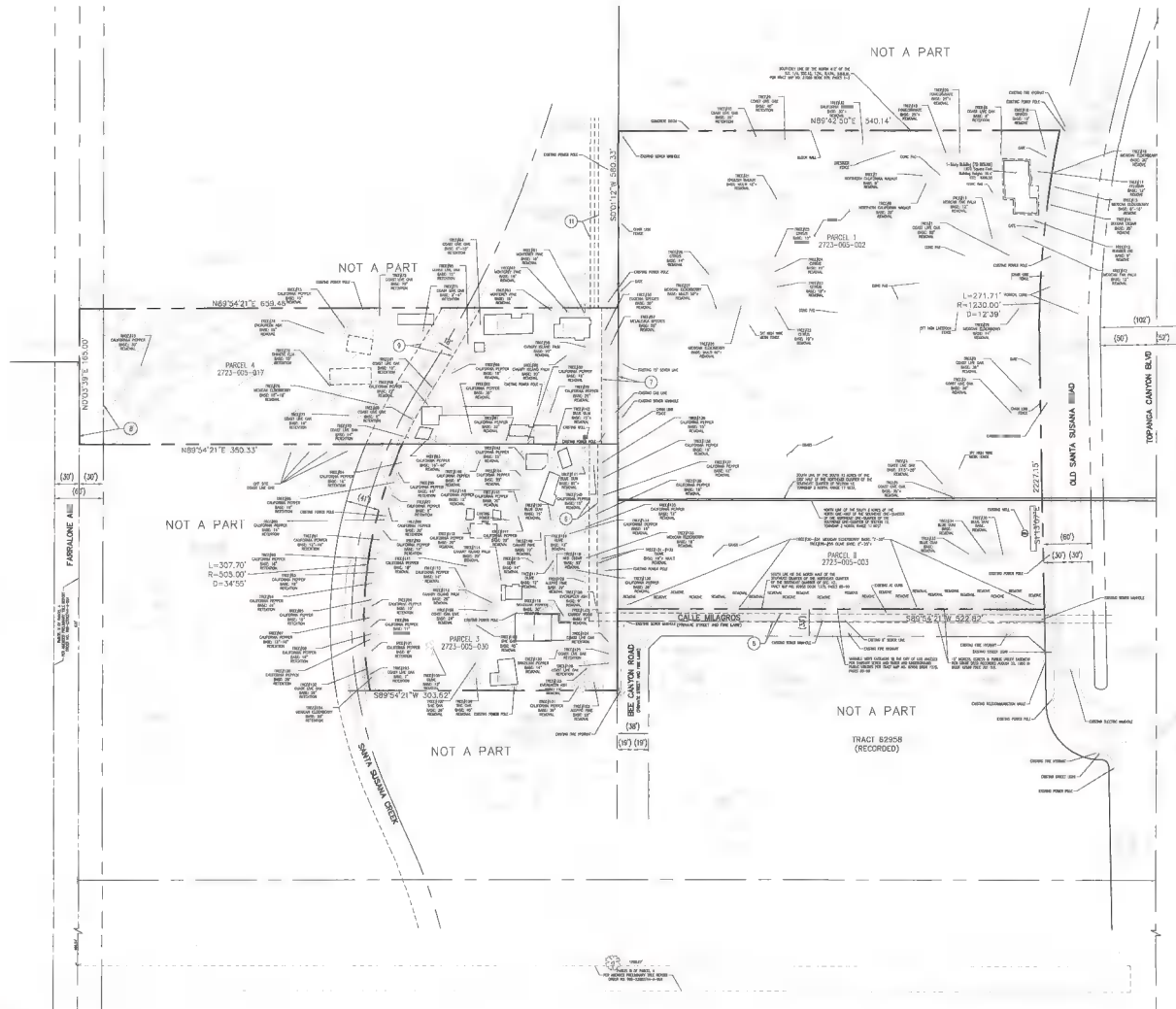
2. DRIVEWAYS AND REQUIRED YARD SETBACKS HAVE BEEN EXCLUDED IN THE MAXIMUM BUILDING ENVELOPE AREA CALCULATIONS.
3. THE MAXIMUM PROPOSED BUILDING HEIGHT IS 32 FEET.
4. NO PARKING SIGN POSTED ON ONE SIDE OF STREET.
5. MAXIMUM RESIDENTIAL FLOOR AREA PER ORD. NO. 184,802 FOR RA ZONE.
6. LOT 19 WILL BE RESTRICTED TO A SINGLE STORY HOME.
7. ACCESSORY DWELLING UNITS (ADU) ARE AN OPTIONAL IMPROVEMENT FOR INDICATED LOTS.



# VESTING TENTATIVE TRACT MAP No. 074478

08/21/18  
KEVIN HAMILTON DONLON, RCE 79983





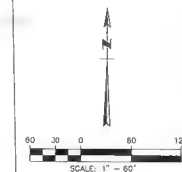
# EXISTING EASEMENTS PER TITLE REPORT ORDER # 989-23082744-A-SG4

- ① EASEMENT(S) FOR ROAD PURPOSES, RECORDED IN BOOK 2677, PAGE 387 OFFICIAL RECORDS, AFFECTS A DEED PURPORTING TO CONVEY A RIGHT OF WAY OVER THE EAST 10 FEET OF SAID LAND.
- ② EASEMENT(S) FOR ROAD RIGHT OF WAY, RECORDED IN BOOK 5530, PAGE 342 OFFICIAL RECORDS, AFFECTS 20 FEET WIDE ON THE EAST SIDE.
- ③ EASEMENT(S) FOR INGRESS AND EGRESS TO BE USED IN COMMON, RECORDED IN BOOK 0220, PAGE 256 AND 257 OFFICIAL RECORDS, AFFECTS 30 FEET IN WIDTH AND LYING ALONG THE WESTERLY LINE.
- ④ EASEMENT(S) FOR PERMANENT FLOOD CONTROL, RECORDED IN BOOK 03607, PAGE 943, AS INSTRUMENT NO. 4298 OF OFFICIAL RECORDS AND AS SHOWN ON THE MAP OF SAID TRACT, AS EVIDENCED BY A FINAL ORDER OF CONDEMNATION RECORDED JULY 27, 1971, AS INSTRUMENT NO. 3771, AFFECTS THAT PORTION OF LAND.
- ⑤ EASEMENT(S) FOR PIPE LINE, RECORDED IN BOOK 11036, PAGE 237, OFFICIAL RECORDS, AFFECTS A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT.

NOTE: EXCEPTIONS NOT INCLUDED IN THE ABOVE SEQUENCE ARE:

1. EASEMENTS THAT ARE UNPLOTTABLE.
2. BLANKETED EASEMENTS
3. EASEMENTS WITH NO DOCUMENT LISTED OR SUPPLIED.
4. COVENANTS, AGREEMENTS, OR FINANCIAL INSTRUMENTS THAT DO NOT CONSTITUTE AN EASEMENT.
5. ITEMS INTENTIONALLY DELETED FROM TITLE REPORT.

APN	EXISTING ZONING	PROPOSED ZONING (PER APCN CASE NO. 2016-3174-ZC)
2723-005-002	A2-1	RA-1
2723-005-003	(1)(Q)RA-1-K AND A2-1	RA-1
2723-005-030	(1)(Q)RA-1-K AND A2-1	RA-1
2723-005-017	A2-1 AND OS-1XL	RA-1 AND OS-1XL



VICINITY MAP  
NOT TO SCALE

## LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1: (APN: 2723-005-002) THE NORTH 13 ACRES OF THE EAST HALF OF THE SOUTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF THE SURVEY OF SAID LAND FILED IN THE DISTRICT LAND OFFICE ON OCTOBER 5, 1896, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, EXCEPT THE NORTH 412 FEET THEREOF, ALSO EXCEPT ANY THEREOF IN ANY PUBLIC ROAD OR HIGHWAY.

PARCEL 2: (APN: 2723-005-003) THE SOUTH 8 ACRES OF THE NORTH ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, EXCEPT THEREFROM THE EAST 30 FEET THEREOF CONVEYED TO THE COUNTY OF LOS ANGELES FOR ROAD PURPOSES, ALSO EXCEPT THAT PORTION LYING EASTWARDLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT IN THE SOUTH LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 12, DUBAN LONG SAID SOUTH LINE NORTH 89°54'40" WEST 54.68 FEET FROM THE SOUTHEAST CORNER OF SAID SOUTHEAST ONE-QUARTER, SAID SOUTHEAST CORNER BEING A POINT IN THE CENTER LINE OF SANTA SUSANA AVENUE, 80 FEET WIDE, AS SHOWN IN MAP OF TRACT 3771, RECORDED IN BOOK 27, PAGE 93 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE FROM A TANGENT HAVING A BEARING OF NORTH 71°37' AN ARC DISTANCE OF 33.05 FEET; THENCE NORTH 16°44' WEST 100.32 FEET TO A TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 614 FEET; THENCE ALONG SAID CURVE, NORTHWESTERLY THROUGH AN ANGLE OF 97°07' AN ARC DISTANCE OF 18.08 FEET TO THE POINT OF TANGENCY THEREOF; WITH A REVERSE CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 67.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH AN ANGLE OF 92°45' AN ARC DISTANCE OF 100.32 FEET; THENCE NORTH 11°38' WEST 430.27 FEET TO A TANGENT CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,230 FEET; THENCE ALONG SAID CURVE NORTHERLY THROUGH AN ANGLE OF 191°28' AN ARC DISTANCE OF 368.53 FEET; THENCE TANGENT TO LAST SAID CURVE NORTH 14°24' EAST 133.32 FEET TO A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 140.00 FEET; THENCE ALONG LAST SAID CURVE NORTHWESTERLY THROUGH AN ANGLE OF 80°11'00" AN ARC DISTANCE OF 220.37 FEET TO THE POINT OF TANGENCY THEREOF; WITH THAT CERTAIN CURVE IN THE SOUTHERLY LINE OF SANTA SUSANA AVENUE, 60 FEET WIDE AS SHOWN IN MAP AS HAVING A RADIUS OF 151.75 FEET, SAID POINT BEING DISTANT ALONG SAID CURVE CURVE NORTHWESTERLY AN ARC LENGTH OF 14.24 FEET FROM THE EASTERLY TERMINUS THEREOF.

PARCEL 3: (APN: 2723-005-030) THE EAST HALF OF THE SOUTHERLY 530 FEET OF THE SOUTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF THE SURVEY OF SAID LAND FILED IN THE DISTRICT LAND OFFICE OCTOBER 5, 1896, EXCEPT THEREFROM THE NORTHERLY 8 FEET THEREOF.

ALSO EXCEPT THEREFROM THE SOUTHERLY 230 FEET THEREOF.

ALSO EXCEPT THAT PORTION OF SAID LAND LYING WESTERLY OF A LINE PARALLEL WITH AND 15 FEET EASTERLY MEASURED SEPARATELY FROM THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT IN THE CENTER LINE OF CHATSWORTH STREET DISTANCE ALONG SAID CENTER LINE NORTH 89°48'04" WEST 1124.97 FEET FROM THE CORNER LINE OF SANTA SUSANA AVENUE AS SAID CENTER LINES ARE SHOWN IN LOS ANGELES CITY ENGINEER'S FIELD BOOK 21906, PAGE 5; THENCE NORTH 32°22'10" EAST, 81.83 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 550 FEET; THENCE NORTHERLY 161.96 FEET ALONG SAID CURVE; THENCE TANGENT TO SAID CURVE NORTH 12°22'10" EAST 151.58 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 600 FEET; THENCE NORTHERLY 62.83 FEET ALONG SAID CURVE; THENCE TANGENT TO SAID CURVE NORTH 18°22'10" EAST 269.34 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 700 FEET; THENCE NORTHERLY 319.24 FEET ALONG SAID CURVE; THENCE TANGENT TO SAID CURVE NORTH 24°07'50" WEST 63.45 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 530 FEET; THENCE NORTHERLY 317.35 FEET ALONG SAID CURVE.

PARCEL 4: (APN: 2723-005-017) PARCEL A: THAT PORTION OF THE WEST HALF OF THE NORTHEAST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEGINNING 627 FEET SOUTH OF THE NORTHEAST CORNER OF THE WEST HALF OF SAID NORTHEAST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 12; THENCE RUNNING 860 FEET WEST; THENCE 155 FEET SOUTH TO THE POINT OF BEGINNING.

## OWNERS:

SANTA SUSANA ESTATES, LLC  
11766 WILSHIRE BLVD., SUITE 820  
LOS ANGELES, CA 90025  
TEL (310) 582-1991 EXT. 203  
EMAIL: ERM@SANTASUSANESTATES.COM

## SUBDIVIDER:

SANTA SUSANA ESTATES, LLC  
11766 WILSHIRE BLVD., SUITE 820  
LOS ANGELES, CA 90025  
TEL (310) 582-1991 EXT. 203  
EMAIL: ERM@SANTASUSANESTATES.COM

## PREPARED BY:

STANTEC CONSULTING SERVICES INC.  
14801 CALIFIA STREET  
VAN NUYS, CA 91411  
TEL (818) 305-3214  
EMAIL: COLIN.NEMEROFF@STANTEC.COM

AN EASEMENT FOR INGRESS AND EGRESS TO BE USED IN COMMON WITH OTHERS AS GRANTED AND DESCRIBED IN INSTRUMENT RECORDED SEPTEMBER 18, 1956, IN BOOK 4298, PAGE 46, OFFICIAL RECORDS AND OTHER VARIOUS INSTRUMENTS OF RECORD.

08/21/18  
DATE  
KEVIN HAMILTON DONLON, RCE 79953





9140 Jordan Ave, Chatsworth CA 91311































# MUNICIPAL FACILITIES COMMITTEE

Thursday, May 30, 2019

200 N. Main St, Los Angeles  
City Hall East - Room 1500  
(Main Conference Room)  
10:00 a.m.

**MEMBERS:** Richard H. Llewellyn, Jr., City Administrative Officer, Chair (CAO)  
Sharon M. Tso, Chief Legislative Analyst (CLA)  
Miguel Sangalang, Office of the Mayor (Mayor)

Staff Contact	Office	Staff Phone
Megan Cottier	CAO	(213) 473-7533
Cheryl Banares Soriano	CLA	(213) 473-7549
Paul Wang	Mayor	(213) 473-7782

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**PUBLIC COMMENTS:** General Public Comment, Multiple Agenda Item Comment

## AGENDA ITEMS:

1. Minutes of the April 17, 2019 meeting.
2. Report from GSD and request authorization to negotiate and execute a new lease agreement for the Office of Finance Call Center relocation located at 145 South Spring Street, subject to Council approval.
3. Report from GSD and request to execute a new lease agreement at the request of the Department of Transportation, with David Hopp, M.D. for a Medical Spa ground floor retail space located at 123 South Robertson Boulevard (CD 5).
4. Report from GSD and request to negotiate a non-profit lease between the City and the Pacific Asian Consortium in Employment (PACE) to utilize a City facility located at 682 Broadway Street (CD 11) for a child care center.
5. Report from the Department of General Services (GSD) and request to execute a lease between the City and the County of Los Angeles for a bridge housing facility to be located at 2817 South Hope Street (CD 9), subject to Council approval.
6. Report from GSD and request to execute a lease between the City and the Los Angeles Metropolitan Transit Authority for a bridge housing facility to be located at 100 East Sunset Avenue (CD 11), subject to Council approval.
7. Report from GSD and request to execute a service provider lease between the City and Los Angeles Homeless Services Authority (LAHSA) for a bridge housing facility to be located at 1402 Gardner St. (CD 4), subject to Council approval.
8. GSD Fourth Quarter status update on the Space Optimization project.
9. Report from BOE on proposed improvements to Old Fire Station No. 39 at 14415 Sylvan Street (CD 6) to establish the Los Angeles Fire Department's Operations Valley Bureau headquarters.

10. Report from CAO Asset Management Group and request for approval of the CAO List of Pre-Qualified Real Estate and Economic Development Professionals for asset management planning and economic development services.

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To receive meeting notices for the MFC, subscribe through the Early Notification System at [www.lacity.org](http://www.lacity.org)

Unless otherwise notified, the MFC meets on the last Thursday of the month at 10:00 a.m. in Room 1500, City Hall East

Upon request, Municipal Facilities Committee staff will provide reasonable accommodations to enable individuals with disabilities to participate in its meetings, including access to agenda materials in alternate formats. If you have a request for accommodations, please contact Megan Cottier at 213-473-7533 at least two business days in advance of the Municipal Facilities Committee meeting.

Members of the public are invited to provide general comments related to matters in the MFC's jurisdiction, and/or comment on any particular Agenda item. Unless otherwise specified in this Agenda, an opportunity for the public to provide general comments and/or comments on specific Agenda items will be provided during General Public Comment/Multiple Agenda Item Comment period, prior to action by the MFC on any specific Agenda item. Members of the public who wish to speak on items shall be allowed to speak for up to one minute per item, up to a total of three minutes, per meeting.

## Item No. 1

Minutes will be available at the  
Municipal Facilities Committee  
meeting.

TONY M. ROYSTER  
GENERAL MANAGER  
AND  
CITY PURCHASING AGENT



ERIC GARCETTI  
MAYOR

DEPARTMENT OF  
GENERAL SERVICES  
ROOM 701  
CITY HALL SOUTH  
111 EAST FIRST STREET  
LOS ANGELES, CA 90012  
(213) 928-9555  
FAX NO. (213) 928-9515

May 30, 2019

Honorable City Council  
City of Los Angeles  
c/o City Clerk  
Room 395, City Hall  
Los Angeles, CA 90012

Attention: Leyla Campos, Legislative Assistant

**REQUEST AUTHORIZATION TO NEGOTIATE AND EXECUTE A NEW LEASE AT  
145 SOUTH SPRING STREET WITH ONNI GROUP FOR THE OFFICE OF FINANCE**

The Department of General Services (GSD) requests authorization to negotiate and execute a new lease agreement with Onni Group dba Onni Times Square Limited Partnership (Landlord) for a portion of the fourth floor of the property located at 145 South Spring Street, Los Angeles, California 90012 (LA Times Building) for the Office of Finance Contact Center Operations (Finance).

**BACKGROUND**

At its June 28, 2018 meeting, the Municipal Facilities Committee (MFC) directed GSD's Real Estate Services Division to survey leasing options for Finance. GSD obtained Council approval (Council File 18-1138) to secure a lease with Brickstar Capital (Brickstar) located at 120 S. San Pedro Avenue. Shortly after Council approval, Brickstar advised they were no longer interested in leasing with the City as another prospective tenant committed to leasing the entire floor. The project was then placed on hold to further evaluate City-owned space options.

In March 2019, the City Administrative Office (CAO) advised GSD to seek alternate leased office space for Finance. GSD subsequently identified a space located at the LA Times Building and has preliminarily secured office space via a Letter of Intent (LOI) with the Landlord.

The LA Times Building space is located on the fourth floor and meets all initial criteria, including a minimum of 3,600 square feet of clear open space, one conference room and a data communications room. Its close proximity to the Civic Center will not require any changes in parking accommodations.



**TENANT IMPROVEMENTS**

The leased space will contain 4,836 rentable square feet. The landlord will provide tenant improvements at their sole cost per a mutually agreed-to space plan using building standard finishes and materials. These include a conference room, communications room and a kitchenette/break area. There are no offices; all staff will occupy workstations. The space currently complies with electrical, Title-24, ADA and key access requirements.

**MARKET ANALYSIS**

Based on the recent market comparables, the price per square foot for similar locations and type of office space ranges from \$2.42 to \$5.19.

GSD was able to negotiate a favorable rate of \$3.40 per square foot. This is a reasonable rental rate considering it is only a five-year term and generally the discounted rate of \$3.40 per square foot would be for a longer committed lease term. The rate is average for the rental rate market per the comparables\* listed below.

Address	City	Property Type	Rent/SF/Mo
311 S Spring St	Los Angeles	Class B Office	\$2.42
316 W 2nd St	Los Angeles	Class B Office	\$2.60
205 S Broadway	Los Angeles	Class B Office	\$2.60
353 S Broadway	Los Angeles	Class B Office	\$2.95
250 E 1st St	Los Angeles	Class A Office	\$3.00
312 E 1st St	Los Angeles	Class B Office	\$3.10
356-374 E 2nd St	Los Angeles	Class B Office	\$3.15
300-310 S Broadway	Los Angeles	Class A Office	\$3.25
350 S Grand Ave	Los Angeles	Class A Office	\$3.75
312 S Hill St	Los Angeles	Class C Office	\$3.85
453 S Spring St	Los Angeles	Class B Office	\$2.75
400 S Hope St	Los Angeles	Class A Office	\$2.33
300 S Grand Ave	Los Angeles	Class A Office	\$2.25
448 S Hill St	Los Angeles	Class A Office	\$2.75
537 S Broadway	Los Angeles	Class B Office	\$3.25
330-340 E 2nd St	Los Angeles	Class B Office	\$5.50
420 E 3rd St	Los Angeles	Class A Office	\$4.25
120 S San Pedro St	Los Angeles	Class B Office	\$3.75
530 S Spring St	Los Angeles	Class B Office	\$5.00
800 W 1st St	Los Angeles	Class C Office	\$5.19
<b>Average Price/Square Foot</b>			<b>\$3.38</b>

\*Comparables provided by Co-Star Multiple Listing Service

GSD was also able to negotiate five months of rent abatement for a cost savings of \$82,212. Rent abatement will be taken in the first year during months two through six.

**COMMUNICATION, CABLING, ADDITIONAL EXPENSE**

On behalf of Finance, GSD also requests \$409,090 of hard costs which include:

- \$98,293 for ITA/Data



- \$27,900 for Voice/Phone Instruments
- \$254,999 for Furniture, Fittings and Equipment
- \$28,500 for Relocation costs

Finance received a \$254,998 quote for new office furniture and workstations from the City's contracted vendor, Unisource Solutions – Haworth. This includes 36 new cubicle workstations with 24" high glass stack rather than the standard 42" high panel cubicles for an additional cost of \$1,069 per cubicle or \$38,484. The glass stack panels will enable staff to readily communicate with supervisors when assistance is needed. The quote also includes \$16,632 additional costs for height adjustable desks at the workstations to address ergonomic issues.

The total cost difference for the glass stack and adjustable height workstations option versus the standard furniture option is an additional \$55,116. The quote also includes new chairs for all staff and ancillary furniture.

#### TERMS AND CONDITIONS

The proposed lease agreement will contain the following:

LOCATION:	145 South Spring Street, Los Angeles, CA 90012
LANDLORD:	Onni Group dba Onni Times Square Limited Partnership
USE:	General office space and call center operations
SQUARE FEET:	4,836 Rentable Square Feet
TERM:	Five years
OPTIONS:	Two 1-year options
RENTAL RATE:	\$16,442/month (4,836 x \$3.40/RSF); \$197,309 annually
RENT ABATEMENT:	\$82,212 (5 Months; Months 2-6 During Year 1)
ESCALATIONS:	3% Annually
HOLDOVER:	Month-To-Month. In the event that Tenant holds over, Tenant shall pay Landlord a holdover rent in an amount equal to 150% of the then payable rent for the first three months and 200% thereafter.
SECURITY DEPOSIT:	\$16,442 (One month's rent equal to first month's rent)
UTILITIES:	Included in the lease rate
CUSTODIAL:	Included in the lease rate

**PARKING:** Tenant shall have the option, but not the obligation, to rent, for the use of its employees, clients, customers and agents, at a parking ratio of 1/1,000 square feet of leased office space parking spaces in the landlord's parking garage pursuant to the final lease and the then current lease rates. Additional spaces may also be rented subject to availability. Additional parking options exist nearby, including a train station under construction across the street, an auxiliary parking structure across 2nd Street and a surface parking lot near the corner of 2nd & Broadway. The current rate at the Landlord's parking facility is \$165 per month.

**SIGNAGE:** Landlord, at Landlord's expense, shall furnish Tenant with standard building suite signage in the hallway outside the Premises, as well as lobby signage if applicable.

**OPERATING, TAXES, INSURANCE AND PASSTHROUGH EXPENSE INCREASES:** Tenant shall share in any increases in the actual operating costs of the Building on a pro rata basis, predicated upon a 2020 base year method-of-expense calculation. All operating expenses shall be based upon the Building being 100% occupied and fully assessed for real estate taxes. The property management fee shall never exceed three percent of the Base Rent (*Management fee already included in the lease rate load factor*).

**PROP 13 PROTECTION:** Landlord will not provide Prop 13 protection

### COST

The lease cost impact to the General Fund for the first year of the lease will be \$82,212 (Four months rent of \$16,442 and one month security deposit of \$16,442) and one-time hard and moving costs of \$409,690 for a total of \$491,902. The ongoing lease costs, after year one, are approximately \$201,748 annually (plus three percent annual increase) for the remainder of the lease term. The total estimated lease costs for the five-year lease term, including hard costs, is \$1.47 million. Finance is contributing \$570,000 to the overall project costs.

The CAO has advised the necessary funds have been transferred from the Finance operational budget and appropriated to a dedicated account within the Capital Improvement Expenditure Program (CIEP) Fund, with any unused monies to be reverted to the General Fund as part of year-end reversions following payment of all final current-year expenses associated with the proposed lease.

### FISCAL IMPACT

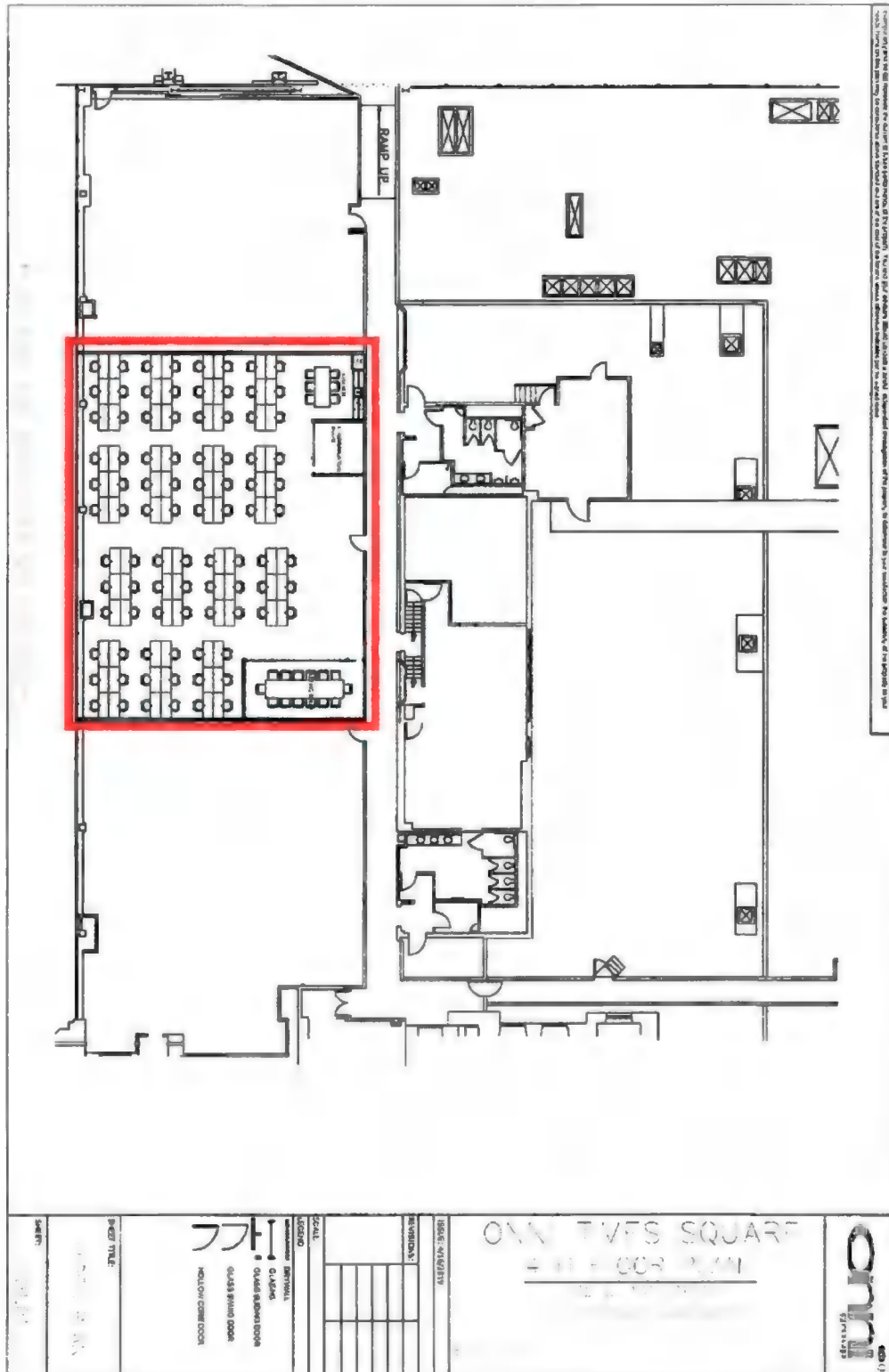
The total first year General Fund impact is an estimated \$491,902. Ongoing lease costs after year one are approximately \$201,748 annually. The total five-year impact is an estimated \$1.47 million. First-year funding has been set aside in the CIEP Fund.

RECOMMENDATION

That the Los Angeles City Council authorize the Department of General Services to negotiate and execute a lease with Onni Group dba Onni Times Square Limited Partnership for office space located at 145 South Spring Street, Los Angeles, CA 90012.

  
Tony M. Royster  
General Manager

Attachment

**Exhibit A**

TONY M. ROYSTER  
GENERAL MANAGER  
AND  
CITY PURCHASING AGENT



ERIC GARCETTI  
MAYOR

DEPARTMENT OF  
GENERAL SERVICES  
ROOM 701  
CITY HALL SOUTH  
111 EAST FIRST STREET  
LOS ANGELES, CA 90012  
(213) 928-9555  
FAX NO. (213) 928-9515

May 30, 2019

Honorable City Council  
City of Los Angeles  
c/o City Clerk  
Room 395, City Hall  
Los Angeles, CA 90012

Attention: Leyla Campos, Legislative Assistant

**REQUEST AUTHORIZATION TO NEGOTIATE  
AND EXECUTE A NEW LEASE AGREEMENT WITH  
DAVID HOPP, M.D. AT 123 SOUTH ROBERTSON AVENUE, SUITE B**

At the request of the Department of Transportation (LADOT), the Department of General Services (GSD) requests authorization to negotiate and execute a lease agreement -with David Hopp, M.D., CEO and Manager of YouthFill MD XIX, LLC (YouthFill MD) dba Express Skincare, for the City-owned property located at 123 South Robertson Avenue, Suite B – (Robertson Parking Garage), Los Angeles, CA 90048 for use as a Med Spa.

David Hopp, MD is a world renowned attending surgeon at Cedars-Sinai Medical Center and has been an attending surgeon for over 20 years. The Med Spa will provide medical grade skincare in a comfortable, safe and pleasant setting. All treatment is provided with physician oversight. All skin care products will be limited to medical grade only. The cost of express medical grade services will range from \$35 to \$700. The medical grade products will range in price from \$25 to \$250. A range of skin related services will be offered including Botox, Dysport, XEOMIN, Cortisone Treatment, Belotero, Juvederm, Radiesse, Restylane, Asclera Vein Therapy, Kybella®, GoToxNow, Express Promise, Vitamin 812, and Dermal Fillers.

The operating hours will be Monday-Saturday 11:00 A.M. to 7:00P.M. and Sunday 10:00AM-6:00P.M. The proposed services are complimentary to such retail businesses as the adjacent salon in Suite A of the Robertson Parking Garage.

**BACKGROUND**

The Robertson Parking Garage is owned by the City and operated by LADOT. This garage contains two ground level retail spaces (Suite A and Suite B). It provides convenient public parking to support surrounding business and commercial uses, especially during the holiday shopping season.

On February 2, 2017, LADOT issued a Request for Proposal (RFP) to parties interested in leasing the ground level retail spaces A and B. The RFP (ID # 34323) is still open and available on the Los Angeles Business Assistance Virtual Network (LABAVN) website. Instructions to proposers, required forms, details regarding the subject properties and City requirements are included in the RFP. Proposers are responsible for understanding the requirements and responding in the format requested.

Suite B has 923 rentable square feet, a ceiling height of 13 feet with a potential drop ceiling height of ten feet, gas and water access, and one individual handicap bathroom.

LADOT received two proposals and evaluated both proposals based on the criteria outlined in the RFP. The criteria for review, evaluation and scoring considered under the RFP were as follows: proposed use of the space; performance under other lease(s), contracts, etc., i.e. number of years in business; proposed operating and marketing plans; proposed rent; proposer's statement of qualifications and background. The accepted proposal, submitted by YouthFill MD for Suite B, met all of the requirements after a full review, evaluation & scoring based on the criteria mentioned above.

#### TERMS AND CONDITIONS

The proposed lease agreement will contain the following:

LOCATION:	123 South Robertson Avenue, Suite B, Los Angeles, CA 90048
LANDLORD:	City of Los Angeles
USE:	Med Spa
SQUARE FEET:	923
TERM	5 Years
OPTION TERM:	One 5-year option
HOLDOVER OPTION:	Lease option to allow for month-to-month holdover including CPI increase on lease anniversary date
RENTAL RATE:	\$63,687/Year (\$5.75/sq. ft.)
ADDITIONAL RENT:	The tenant will pay utilities, maintenance of the HVAC, public area maintenance and security, etc., as detailed in the RFP.
ANNUAL INCREASES:	+3%
SECURITY DEPOSIT:	One month's rent (\$5,307.25)
INSURANCE:	Lessee shall furnish the City with evidence of general liability insurance from insurers acceptable to the City; Tenant agrees to include the City, its boards, officers, agents and employees as additional insured.

**UTILITIES:** All utilities will be paid by Tenant.

**PARKING:** The City will provide one free parking space in the parking facility.

**TENANT IMPROVEMENTS:** All tenant improvements will be at the sole cost of the Tenant. LADOT must approve all tenant improvements before permits are applied for and construction begins. Tenant is responsible for obtaining and paying for all permits necessary for the construction of all tenant improvements.

**CUSTODIAL SERVICE:** All custodial services will be at the sole cost of the Tenant.  
**MAINTENANCE:** All maintenance to the Premises will be at the sole cost of the Tenant.

### MARKET ANALYSIS

The estimated market rental value is in line with the tenant proposal of \$5.75/sq. ft./mo. The rate of \$5.75/sq. ft. will result in an annual rental rate of \$63,687/yr. (\$5,307.25/mo.). A total of nine comparable properties in the near vicinity were used in determining rental value per square foot. See chart below.

Address	Floor	Use	Space Type	SF Avail	Flr Contig	Rent/SF/mo	Services	Occupancy
111 S Robertson Blvd	P 1	Retail	Direct	2500	2500	\$ 7.50	NNN	8/1/2019
112-122 S Robertson Blvd	P 1	Retail	Direct	1200	1200	\$ 7.00	NNN	Vacant
112-122 S Robertson Blvd	P 2	Office	Direct	750 - 2,065	2065	\$ 4.95	FS	Vacant
112-122 S Robertson Blvd	P 2	Office	Direct	1,315 - 2,065	2065	\$ 4.95	FS	Vacant
154-156 S Robertson Blvd	P 1	Retail	Direct	2500	5250	\$ 6.00	NNN	Vacant
154-156 S Robertson Blvd	P 1	Retail	Direct	2750	5250	\$ 6.00	NNN	30 Days
154-156 S Robertson Blvd	E 2	Retail	Direct	1800	1800	\$ 6.00	NNN	30 Days
141-145 S Robertson Blvd	P 1	Retail	Direct	2150	2150	\$ 5.50	FS	Vacant
315 S Robertson Blvd	P 1	Retail	Direct	4962	4962	\$ 4.70	NNN	7/1/2019
<b>Average:</b>						<b>\$ 5.84</b>	<b>Rent/SF/mo</b>	

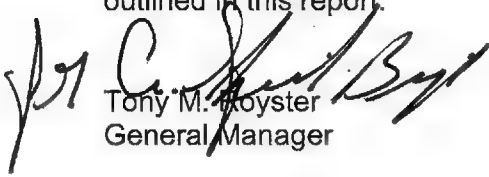
The market study conducted by GSD utilized the CoStar multiple listing service to determine estimated market rates for this location.

### FISCAL IMPACT

There will be no impact to the General Fund. Rental revenues totaling \$63,687 will be deposited in the Special Parking Revenue Fund.

RECOMMENDATION

That the Los Angeles City Council authorize the Department of General Services to negotiate and execute a new lease agreement with David Hopp, M.D., CEO and Manager of YouthFill MD XIX, LLC (YouthFill MD) dba Express Skincare, under the terms and conditions ~~as~~ substantially outlined in this report.

  
Tony M. Royster  
General Manager



CITY OF LOS ANGELES  
CALIFORNIA

Agenda Item No. 4

TONY M. ROYSTER  
GENERAL MANAGER  
AND  
CITY PURCHASING AGENT



ERIC GARCETTI  
MAYOR

DEPARTMENT OF  
GENERAL SERVICES  
ROOM 701  
CITY HALL SOUTH  
111 EAST FIRST STREET  
LOS ANGELES, CA 90012  
(213) 928-9555  
FAX NO. (213) 928-9515

May 30, 2019

Honorable City Council  
City of Los Angeles  
c/o City Clerk  
Room 395, City Hall  
Los Angeles, CA 90012

Attention: Leyla Campos, Legislative Assistant

**REQUEST AUTHORIZATION TO NEGOTIATE AND EXECUTE A NEW LEASE AT 682  
BROADWAY STREET, VENICE, CA 90291 WITH THE PACIFIC ASIAN CONSORTIUM IN  
EMPLOYMENT FOR USE AS AN EARLY CHILDHOOD EDUCATION PROGRAM**

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The Department of General Services (GSD) requests authority to negotiate and execute a new lease with the Pacific Asian Consortium in Employment (PACE) for the City-owned property located at 682 Broadway Street, Venice, CA 90291 (682 Broadway) for use as an Head Start Early Childhood Education Program (Program) in Council District 11 (CD 11).

**BACKGROUND**

On 4/30/2019, the City Council adopted a CD 11 motion (CF19-0328) instructing GSD, with the assistance of the City Attorney's Office, to negotiate and execute a non-profit lease agreement, with PACE to utilize the City-owned property located at 682 Broadway to provide Head Start Early Education Services.

The current tenant, Santa Monica Malibu School District, who also runs an early childhood education program, has notified the City they are vacating the premises and terminating their lease on June 30 2019. PACE, the new tenant will provide continued services for children and the local community.

PACE is a non-profit community development organization founded in 1976 to address the employment and job training needs of the Pacific Asian Islander communities. PACE has since expanded into a variety of service areas, all tailored to meet the growing and changing needs of the multi-ethnic communities in Los Angeles County. Now, in addition to job training and employment services, significant PACE programs encompass: business development; early childhood education; financial education and asset building; housing and rehabilitation services; weatherization and energy-conservation programs; and affordable housing development.

Due to PACE's guiding principle of 'always expanding opportunity', ~~as~~ it applies to Early Child Education, results in helping children build a strong foundation and for academic success.

PACE's service area includes the Central Los Angeles, South Bay and the San Gabriel Valley.

### **FUNDING**

The Los Angeles County Office of Education (LACOE) is one of the grantees for the Program in Los Angeles County, and PACE is one of LACOE's Delegate Agencies that receives funding from LACOE to operate the Head Start Early Education Services Program in the Venice area.

### **MAINTENANCE**

PACE will be responsible for and will provide all maintenance and repairs throughout the site. The site contains a modular building and playground equipment owned by LACOE.

The lease will contain the following:

### **TERMS AND CONDITIONS**

LOCATION:	682 Broadway Street, Venice, CA 90291
LANDLORD:	City of Los Angeles
USE:	Early Child Education Services
SQUARE FEET:	2,584 Square Feet (Modular Building)
SITE SQUARE FEET:	Approximately 11,197 Square Feet
RATE:	\$0 Annually
TERM:	Five Years
OPTION TERM:	None
HOLDOVER:	Month to month, at landlord discretion, zero rent
SECURITY DEPOSIT:	N/A
UTILITIES:	Paid by tenant
PARKING:	On site at no extra cost
TENANT IMPROVEMENTS:	Provided by the tenant
CUSTODIAL:	Provided by the tenant
MAINTENANCE:	Tenant to maintain major building systems, including heating, ventilation, air conditioning, water heaters, fire alarm and sprinkler

systems (includes exterior walls, structural, roof, plumbing and electrical systems) .

**INDEMNIFICATION:** Complete indemnification from the tenant.

**SITE ACCESS:** Tenant agrees to allow Landlord access to the site at any time during the duration of the Agreement.

**TERMINATION:** Unilateral at Landlord's sole discretion

### **COMMUNITY BENEFIT**

The CAO completed the attached CBA and recommends approval of the proposed terms and conditions of the Lease. The total CBA is \$ 951,945 annually, which includes the value(s) of Direct Services of \$525,613, Operation Budget at \$236,621, and Additional Offsets/In-Kind Services at \$189,711. The market value for leased space is \$155,769 annually. The community benefit of \$951,945 annually exceeds the market value of \$155,769 for the leased space by \$796,176.

### **FISCAL IMPACT**

No impact to the General Fund. This is a zero fee non-profit lease. Lessee will be responsible for all costs related to Early Child Education Services programing and site maintenance.

### **RECOMMENDATION**

That the Los Angeles City Council authorizes the Department of General Services to negotiate and execute a lease with the Pacific Asian Consortium in Employment under the terms and conditions as substantially outlined in this report.

  
Tony M. Royster  
General Manager

## Community Benefit Analysis for Proposed Non-Profit Lease




<b>I. Proposed Lease Terms and Conditions</b>	
<b>Facility Location:</b>	682 Broadway St. Venice, CA 90291
<b>Lessee:</b>	Pacific Asian Consortium in Employment (PACE), a non-profit 501(c)3 organization
<b>Council File Reference:</b>	19-0328 (Motion adopted 4/30/2019)
<b>Space Assignment:</b>	Approximately 2,584 usable square feet (Floor), with additional parking and outdoor area.
<b>Term &amp; Renewal Option:</b>	Five years, with three, five-year renewal options.
<b>Market Rate:</b>	\$ 4.83 Per Square Foot (\$12,481 monthly rate or \$149,769 annual rate), and five parking spaces (\$100 monthly rate per space or \$6,000 annual rate)
<b>Proposed Rental Rate:</b>	\$0 per year during the first term, with rate under any renewal options to be subject to negotiation at the discretion of the City.
<b>Utilities/Custodial:</b>	Lessee shall be financially responsible for all applicable utility and custodial costs.
<b>Tenant Improvements:</b>	Lessee shall have full responsibility for the cost of any needed tenant improvements.
<b>II. History and Current Services</b>	
<b>Mission:</b>	<p>PACE is a community development organization that creates economic solutions to meet the challenges of empowerment, education, housing, environment and business development in the Pacific Asian and other diverse communities.</p> <p>PACE Early Childhood Education (ECE) is a comprehensive preschool and family service program that strengthens the whole family by promoting dignity and self-worth, recognizing that in order to support the child, the family must be empowered through community partnership.</p>
<b>Vision:</b>	PACE is a leader in making positive changes in diverse communities that have social and economic challenges. PACE transforms lives through empowerment of individuals, families, and business.
<b>Background / History:</b>	PACE was founded in 1976 to address the employment and job training needs of the Asian Pacific Islander communities. With an initial grant from the City of Los Angeles, PACE was created to offer job training and job placement services to the Los Angeles community. Over time, PACE has increased its service departments to include the following: Workforce

## Community Benefit Analysis for Proposed Non-Profit Lease

	Development, Business Development, Energy & Environmental Services, Financial Education and Asset Building, Affordable Housing and Repair, and Early Childhood Education. PACE is recognized as a leader in addressing problems of poverty and economic inequality in minority, ethnic and immigrant communities. PACE ECE has served children and families of the greater Los Angeles Area for over 39 years.
Current Services:	PACE ECE is a federally funded, comprehensive program that provides early childhood development, health, mental health, nutrition, social services, disabilities services, and family-focused programs to empower and strengthen the whole family. PACE currently operates 14 fully-licensed Head Start preschool centers serving 1,000 children from three to five years of age, as well as an Early Head Start home-based program with 206 slots for parents-to-be and children from birth to three years old. PACE ECE offers part-day and full-day center-based program options as well as home-based services. Parents are involved in the operation and administration of the program, building their skills to serve as the first teachers of their children, and are encouraged in leadership roles in the agency. PACE ECE's targeted geographic locations include parts of Metro Los Angeles and the South Bay area.
<b>III. Community Benefit Analysis</b>	
Value of Direct Services:	<p><b>A. <u>Value of Dedicated Staff:</u> \$515,602</b></p> <p><i>Calculated as one Regional Site Director earning \$4,951 per month at 12 months; two Early Head Start (EHS) teachers, each earning \$3,592 per month, for approximately 12 months a year; one EHS teacher floater earning \$3,504 per month, for 12 months; one Site Lead Teacher earning \$3,868 per month, for approximately 10 months; one Head Start (HS) teacher floater earning \$3,504 per month for approximately 10 months; one teacher assistant earning \$2,737 per month for approximately 10 months; and two home visitors, each earning \$3,419 per month at 12 months. The associated cost of fringe benefits is \$147,314.70.</i></p> <p><b>B. <u>Value of Services to Participants:</u> \$10,011</b></p> <p><i>Includes: supplies for classroom and Children and Family Services; mental health services; dental, vision, and medical services; nutrition services; parent services and workshops; and Transition Services.</i></p>
Value of Operational Budget:	<p><b>C. <u>Value of Operational Budget:</u> \$236,621</b></p> <p><i>Includes: program support staff salaries/benefits (not included as part of Section A above), supplies, consultant contracts, nutrition services, insurance, training costs, licensing fees, and other costs.</i></p>

**Community Benefit Analysis for Proposed Non-Profit Lease**

Additional Offsets / In-Kind Services:	D. <u>Value of Additional Offsets: \$189,711</u>  <i>Estimated value for in-kind services provided at no cost to program clients including instructional aides, custodial services provided by volunteers, donated supplies, and various client services.</i>
Total Community Benefit:	<b>\$951,945 annually</b> (=A+B+C+D above)
Market Value for Leased Space	<b>\$ 155,769 annually</b>  <i>Calculated as: average market rate of \$4.83 per s.f. multiplied by assigned space of 2,584 s.f. and five parking spaces at \$100 per space, multiplied by 12 months.</i>
Benefits Finding & Recommended Action.	Community benefits estimated at \$951,945 annually exceed the market value of \$155,769 for the leased space by \$796,176.  The proposed lease is consistent with the City's proposed Non-Profit Leasing Policy in that the rental value of the space is exceeded by the annual contributions in services from the non-profit lessee. The proposed terms are recommended for approval.

0220-05479-0006			
Work Assignment	Analyst	Chief	Assistant CAO

YC:MC:05190163

Released Date: 05-23-19



TONY M. ROYSTER  
GENERAL MANAGER  
AND  
CITY PURCHASING AGENT



ERIC GARCETTI  
MAYOR

DEPARTMENT OF  
GENERAL SERVICES  
ROOM 701  
CITY HALL SOUTH  
111 EAST FIRST STREET  
LOS ANGELES, CA 90012  
(213) 928-9555  
FAX NO. (213) 928-9515

May 30, 2019

Honorable City Council  
City of Los Angeles  
C/o City Clerk  
Room 395, City Hall.,  
Los Angeles, CA 90012

Attention: Leyla Campos, Legislative Assistant

**REQUEST AUTHORIZATION TO NEGOTIATE AND EXECUTE  
A NEW LEASE AT 2817 S. HOPE STREET WITH THE COUNTY  
OF LOS ANGELES FOR USE AS A BRIDGE HOUSING FACILITY**

The Department of General Services (GSD) requests authority to negotiate and execute a new lease between the City of Los Angeles (Tenant) and the County of Los Angeles (Landlord), for the County owned property located at 2817 S. Hope St. Los Angeles, CA 90007 for use as a temporary bridge housing facility.

**BACKGROUND**

On December 4, 2018, the City Council adopted a motion (C.F. 18-0750) instructing staff to evaluate and determine if this property was suitable for development as a crisis and bridge housing facility and instructed the City's Homeless Coordinator to identify funds for the operation of the site. This evaluation is complete and the City Council in a subsequent motion instructed GSD to proceed with the negotiation of a three-year lease for this purpose.

The site is a County owned parking lot located between the intersection of Hope Street and 28<sup>th</sup> Street bordering the 110 freeway. It currently serves as a County employee parking lot. County parking spaces will be reassigned to an adjacent lot once the City takes possession. The City will lease 28,270 square feet at zero cost for three years to construct and establish a bridge home. The lease includes a zero-cost holdover option, on a month-to-month basis after the lease expiration date.

Although not yet designed, the Bureau of Engineering (BOE), and other appropriate City departments have determined this property is suitable for a tension membrane structure and modular trailers containing bridge housing beds for approximately 100 individuals.

The site will also include storage for residents, personal hygiene and laundry facilities, supportive and community engagement services, and 24-hour security.

The estimated total project costs are \$6,323,049, and the source of these funds will be an appropriation from the Homeless Emergency Aid Program Grant Fund No. 60P/10. A total of \$243,174 has been paid from the Capital Improvement Expenditure Program Homeless Projects account for design and CEQA analysis. The total costs include \$280,340 for Furniture, Fixtures and Expenditures (FF&E). The City is coordinating with the County for operational funding from the Homeless Emergency Aid Program grant – AC 1 – Capital and Operating Support – A Bridge Home in the amount of \$634,360 for this facility.

This site is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Article 19, Sections 15301 Class 1(h); 15304, Class 4(a)(b)(e); and 15332 Class 32; as well as City of Los Angeles CEQA Guidelines, Article III, Section 1, Class 1 (8)(12); and Class 4(1 )(3)(6); as set forth in the Notice of Exemption.

Furthermore, the lease allows the City to sublease to a site provider, with written consent of the County. LAHSA has identified the Volunteers of America Los Angeles (VOALA) as the service provider to manage and operate the site. VOALA is a human services organization committed to serving people in need, strengthening families, building communities and serving children and families from under-served communities, at-risk youth, Veterans, individuals and families struggling with homelessness, men and women returning from prison, and people challenged with addictions and substance use.

GSD will report back to Municipal Facilities Committee and Council regarding the terms and conditions of the VOALA Sublease Agreement.

In Lease negotiations, GSD will seek to ensure that any delay in placing a subtenant service provider in the facility will not constitute a breach of the site lease. Also, GSD will seek to ensure that calculation of the 3-year term will commence when a certificate of occupancy is acquired.

## FUNDING

On May 10, 2019, the City Council approved a Motion -(Harris-Dawson – Price) to allocate \$6,323,174 to construct the bridge housing facility (C.F. 18-0750). This motion also instructed GSD to negotiate the lease and sub-lease for this purpose.

At its meeting on May 15, 2019, the City Council Committee on Homelessness and Poverty considered recommendations from the Homeless Strategy Committee (HSC) relative to a report from the City Administrative Officer (CAO) regarding the State Homeless Emergency Aid Program (HEAP) - First Quarterly Expenditure Report and Funding Recommendations. This report recommended HEAP funding to supplement County Measure H funding identified to pay for the operating costs at this site.



MAINTENANCE

The CAO advises a maintenance fund has been established in the Capital Improvement Expenditure Program (CIEP) for major building and site systems such as structural foundation, sewer, roof, HVAC, plumbing, electrical, fire and life safety systems. GSD shall be responsible for the major maintenance items of the facility.

Upon taking possession pursuant to a sublease, the contracted service provider shall be solely responsible for maintenance and repairs throughout the site.

COMMUNICATION, MOVING, FURNITURE EXPENSE

Per the City Council adopted motion (CF18-0750), amending the contract with Los Angeles Homeless Services Authority for Homeless Emergency Assistance Programs to include funds in the amount of \$280,340 for VOALA to purchase furniture, fixtures and equipment for the facility.

TERMS AND CONDITIONS

The proposed lease will include the following:

LOCATION: 2817 S. Hope St. Los Angeles, CA 90007

LANDLORD: County of Los Angeles

TENANT: City of Los Angeles

USE: Residential transitional housing for homeless

SQUARE FEET: Approximately 28,270 sq. ft.

TERM: Three years (36 months) from Lease Commencement Date

LEASE EFFECTIVE  
DATE: Upon complete execution by both parties and attested by  
City Clerk's Office

LEASE  
COMMENCEMENT  
DATE: Upon final signs offs from City and approval of Certificate of  
Occupancy

RENTAL RATE: \$0

ESCALATIONS: N/A

OPTIONS: Two 1-year options subject to County's master plan  
for redevelopment

HOLDOVER: Month to month, at \$0 rent


ADDITIONAL RENT:	City shall not be subject to any additional rent
SECURITY DEPOSIT:	None
UTILITIES:	All utilities shall be paid by sub-lessee
PARKING:	On site, at no extra cost subject to availability
SUBLEASE CLAUSE:	City shall be permitted to sublease to an operator with Landlord's prior written consent which shall not be unreasonably withheld.
CUSTODIAL:	Provided by the sub-lessee
PROPERTY TAXES:	City shall not be subject to any property tax
TENANT IMPROVEMENTS:	City shall be responsible for Tenant Improvements for the membrane structure, trailers, including any fence or wall construction, if needed.
INSURANCE:	Subject to City's right to self-insure, City shall provide insurance for the property and to be further determined by Risk Management.
MAINTENANCE:	<p>City to maintain major building systems including heating, ventilation, air conditioning, water heaters, fire alarm and sprinkler system, exterior and interior walls, and plumbing and electrical systems</p> <p>Sub-lessee, shall provide basic and routine daily maintenance and repairs within the facility</p>

#### FISCAL IMPACT

Funding for site in its entirety approximately (\$6.9 million) is provided by the Homeless Emergency Aid Program Grant Fund No. 60P/10, AC-1 – Capital and Operating Support (\$6,079,875), Capital Improvement Expenditure Program Homeless Projects (\$243,174) and operational funds from the Homeless Emergency Aid Program Grand Fund – AC1 – Capital and Operating Support (\$637,350). There is no additional impact to the General Fund.

RECOMMENDATION

That the Los Angeles City Council authorize the Department of General Services to negotiate and execute a lease with the County of Los Angeles for 2817 S. Hope Street, under the terms and conditions as substantially outlined in this report.



Tony M. Royster  
General Manager

TONY M. ROYSTER  
GENERAL MANAGER  
AND  
CITY PURCHASING AGENT



ERIC GARCETTI  
MAYOR

DEPARTMENT OF  
GENERAL SERVICES  
ROOM 701  
CITY HALL SOUTH  
111 EAST FIRST STREET  
LOS ANGELES, CA 90012  
(213) 928-9555  
FAX No. (213) 928-9515

May 30, 2019

Honorable City Council  
City of Los Angeles  
C/o City Clerk  
Room 395, City Hall  
Los Angeles, CA 90012

Attention: Leyla Campos, Legislative Assistant

**REQUEST AUTHORIZATION TO NEGOTIATE  
AND EXECUTE A NEW LEASE AT 1403 N. GARDNER STREET  
WITH THE LOS ANGELES HOMELESS SERVICES AUTHORITY**

The Department of General Services (GSD) requests authorization to negotiate and execute a new lease with the Los Angeles Homeless Services Authority (LAHSA) for the City-owned property at 1403 N. Gardner Street where LAHSA will be the program operator of a women's bridge housing facility.

**BACKGROUND**

On November 8, 2017 (C.F.17-1288), a Council motion was introduced and referred to the Information, Technology and General Services Committee directing the City Administrative Office (CAO) and others to determine if this was suitable for development as a women's bridge housing site. The City team determined this is an optimal site for 30 beds in Council District 4. On May 29, 2018, the City Council authorized use of Proposition HHH funding for this property based on recommendations by the CAO in a May 17, 2018 report on the Proposition HHH Fiscal Year 2018-19 Project Expenditure Plan (C.F. 17-0090).

This City property, formerly the Durant Library, was purchased from the Library Department by the Los Angeles Bureau of Sanitation (LASAN) with Sewer Construction Maintenance Funds (SCM) (C.F. 04-2067). The 17,302 square foot lot contains the 4,000 square foot library building and a 3,500 square foot area for LASAN's facility. LASAN constructed an air scrubber (an odor control facility) on site that mitigates sewer odors from two large underground sewer lines that run through the neighborhood. The odor control facility (Sierra Bonita Carbon Scrubber Facility) will undergo some upgrades and remain in operation throughout the term of the proposed lease. Seven

dedicated parking spots for LASAN staff will also remain on site. The library structure on site has been vacant since it closed.

The Bureau of Engineering (BOE) provided project design and management oversight and the City's GSD Construction Forces is now completing tenant improvements of the former library structure, expected to re-open as a bridge housing facility in August pending an estimated July construction completion date.

LAHSA will hold this lease and ultimately sub-lease to a program provider once tenant improvements to the 4,000 square foot library structure are complete.

### FUNDING

The \$1,875,000 tenant improvement project is funded through the Proposition HHH Fiscal Year 2018-19 Project Expenditure Plan. Funding for the program operation is provided by County Measure H through a contract with LAHSA and estimated at \$657,000 annually based on a bed rate of \$60 per night for 30 beds.

### SHELTER SERVICES

Through LAHSA, the facility will operate 24/7 and staffed with experienced security personnel. In addition to guarding the facility itself, the security personnel will patrol the parking lot and conduct security checks of the scrubber facility a minimum of nine times daily. The security staff will also respond 24/7 to any issues related to security of the scrubber facility.

Program participants will remain at the shelter until they identify permanent housing or choose to exit the program. Support services are funded for three years and include case management, mental health and substance abuse oversight.

### MAINTENANCE

The CAO advised a maintenance fund will be established for the City to maintain the major building systems of the housing facility including heating, ventilation, air conditioning, water heater, fire alarm and sprinkler system. The City will also maintain the building's exterior walls, structural condition of interior walls, exterior roof, plumbing and electrical systems.

LAHSA and its selected non-profit will be responsible for custodial, maintenance of lighting fixtures, smoke detectors, provide fire extinguishers, maintenance of exterior building lighting and landscaping and basic maintenance of plumbing such as clogged drains. LAHSA will also pay for utilities and insurance for contents and liability.

### TENANT IMPROVEMENTS

The estimated cost of the proposed tenant improvements (TIs) are approximately \$1,875,000. The TIs consist of plumbing, flooring, painting, carpentry, electrical, concrete and possible demolition. The improvements made to the former library building

will remain on the premises and be owned by LASAN upon expiration of the site's use as interim housing.

### COMMUNITY BENEFIT ANALYSIS

This is a no cost lease based on the TIs made to the former library structure on the property, estimated at \$1,875,000. Even with the improvements made to LASAN's location, the fact that the odor control facility is onsite renders the property difficult to lease. The City's ongoing maintenance services to the structure and LAHSA's security services benefit the sewer operations onsite and further offset any fair market value lease payment.

Inasmuch as "A Bridge Home" is a City program formed to facilitate temporary housing and social services for homeless individuals, the proposed lease, being necessary for implementation of the subject "A Bridge Home" project, does not require further analysis of community benefits in support of the lease.

### TERMS AND CONDITIONS

The lease agreement will contain the following:

LOCATION:	1403 N. Gardner Street, Los Angeles, CA 90046
LANDLORD:	City of Los Angeles
USE:	Homeless Housing
SQUARE FEET:	Approximately 4,000 sq. ft. building plus use of a portion of the 17,302 sq. ft. lot for parking
TERM:	Three years (36 months)
RENTAL RATE:	\$0 (Zero dollars).
ESCALATIONS:	N/A
OPTIONS:	One 3-year option at City's sole discretion
TERMINATION RIGHT:	City unilateral right, 30 day notice
HOLDOVER:	Month to month, at City discretion
ADDITIONAL RENT:	Operating expenses as passed through to sub-lessee
SECURITY DEPOSIT:	N/A
UTILITIES:	Sub-lessee pays utilities

<b>PARKING:</b>	Provided at no cost/approximately 23 spaces, exclusive of LASAN's seven
<b>SUB-LET CLAUSE:</b>	Permission to sub-lease
<b>TENANT IMPROVEMENTS:</b>	City to complete TI project as outlined in a scope of work to include demolition, carpentry, electrical, flooring, and interior/exterior paint, concrete, and plumbing of the former library building.
<b>CUSTODIAL:</b>	Provided by sub-lessee
<b>PROPERTY TAXES:</b>	N/A
<b>INSURANCE:</b>	As outlined by the City's Risk Manager/sub-lessee to maintain contents insurance
<b>MAINTENANCE:</b>	<p>City to maintain major building systems of the housing facility including heating, ventilation, air conditioning, water heaters, fire alarm and sprinkler system. City duties include building's exterior walls, structural condition of interior walls, exterior roof, plumbing and electrical systems.</p> <p>Tenant and sub-lessee responsible for day to day minor maintenance to facility including lighting, fixtures, drains, etc.</p>
<b>LANDSCAPING MAINTENANCE:</b>	Provided by the City
<b>PEST CONTROL:</b>	Paid by sub-lessee

#### ENVIRONMENTAL

The BOE Environmental Management Group conducted analyses on both the bridge housing facility and the Sierra Bonita Carbon Scrubber Facility upgrades and determined that this project is categorically exempt under CEQA. The exemption is contained in CEQA Article 19 Section 15301, Class 1 Existing Facilities, (a)(b)(d), Section 15304 Class 4(f) Minor Alterations to Land, and Section 15331 Class 31, Historical Resource Restoration/Rehabilitation. The project is also categorically exempt under the City of Los Angeles CEQA Guidelines, Art. III, Sec.1, Class 1(1)(2)(4) Existing Facilities and Class 4(12) Minor Alterations to Land.

#### COMMUNICATION, MOVING, FURNITURE EXPENSE

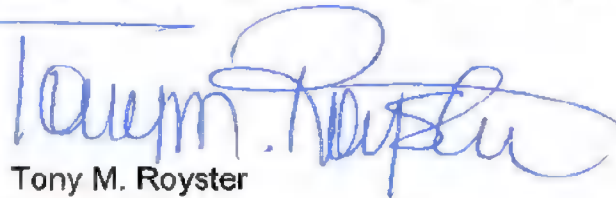
The program operator will provide separate funding for communication equipment, data, staff phones, furniture, beds, office equipment, desks, chairs, moving and all associated start up furnishing required to equip the facility.

FISCAL IMPACT

There is no impact to the General Fund. The facility tenant improvements are funded by Proposition HHH and the program funding for operations is provided by County Measure H.

RECOMMENDATION

That the Los Angeles City Council authorize the Department of General Services to negotiate and execute a lease with LAHSA for the City property under the terms and conditions as substantially outlined in this report for said property located at 1403 N. Gardner Street, Los Angeles, California 90046.



Tony M. Royster  
General Manager



TONY M. ROYSTER  
GENERAL MANAGER  
AND  
CITY PURCHASING AGENT



ERIC GARCETTI  
MAYOR

DEPARTMENT OF  
GENERAL SERVICES  
ROOM 701  
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LOS ANGELES, CA 90012  
(213) 928-9555  
FAX NO. (213) 928-9515

May 30, 2019

Richard H. Llewellyn Jr., Chair  
Municipal Facilities Committee  
200 N. Main Street, Suite 1500  
Los Angeles, CA 90012

**MUNICIPAL FACILITIES SPACE OPTIMIZATION  
PROJECT FOURTH QUARTER FY 2018-19 REPORT/UPDATE**

As directed by Council and Mayor (C.F. 10-0597), the following report presents updates and changes to the Space Optimization Project (Plan) and the financial effects these changes have on the 6030 Leasing Account.

**LEASING ACCOUNT STATUS**

A total of \$870,000 was transferred out of the Leasing Account at midyear, leaving a projected year-end surplus of \$79,123. A total of \$27,208 in Telecommunication Development Account funds is also set-aside for reversion at year end. A summary of the account status is present below.

**LEASING ACCOUNT SAVINGS**

POLA Firestations - FS112 Sampson Way, FS40 Ferry St, and FS49 Yacht St.  
Increased lease costs were projected for 2018-19 due to a settlement with the State. Per the settlement, the Harbor is required to charge the City market rate for rent. However, negotiations between the CAO and the Harbor are ongoing and will not be settled by year-end. Due to this, GSD previously reported a total projected savings of \$877,026. Subsequently, in the Mid-year FSR, \$870,000 was transferred out of the Leasing Account to the Field Equipment Account reducing the surplus to \$7,026.  
**6030 Savings: \$7,026**

1968 W. Adams Blvd Council District 8

Short term lease temporarily relocating CD8 and LADBS while the City-owned Constituent Service Center located at 8475 S. Vermont Ave is undergoing an extensive renovation. The Leasing account is funded \$363,150 in 2018-19, however, the TI, moving, and ITA costs were paid by the Council District and occupancy dates were extended resulting in projected lease savings of approximately \$273,375.

**6030 Savings: \$273,375**

220 S. Spring

Leased parking facility utilized by City agencies. Lower costs are due to the reduced use of parking validations.

**6030 Savings: \$36,000**

Flex Industrial Space

Savings are due to lower than budgeted operating costs.

**6030 Savings: \$31,166**

**LEASING ACCOUNT DEFICITS**350 S. Figueroa – Office of the Inspector General

Increased costs primarily due to reconciliation of Common Area Maintenance costs for 2017 and January-July 2018.

**6030 Deficit: (\$80,181)**

100 Main Street – LA Department of Transportation

A portion of utility costs for 2017-18 were received and paid during current fiscal year.

**6030 Deficit: (\$76,590)**

5401 Crenshaw Blvd - Council District 8

Establishment of a new Council District 8 Field Office to replace the one at 3847 S. Crenshaw which closed several years ago due to realignment of the district boundary. The Leasing account is funded \$308,850 in 2018-19, \$243,850 for rent, and TI's totaling \$65,000 which included carpet, patch paint, installation of repurposed furniture, moving, and ITA expenses. However, the TI, moving, and ITA costs were paid by the Council District and occupancy dates were extended resulting in projected lease savings of approximately \$167,000. The City took possession on December 1st to perform the TI's. Subsequently, on December 20, 2018, the MFC approved \$218,572 for an expanded TI scope that added new flooring, new paint throughout, and new furniture resulting in a projected deficit of \$51,235.

On January 17, 2018, the City Attorney received correspondence from the State of California indicating that they had sent a cease and desist order to 5401 Associates, the owner of the facility. While City has taken possession of the space, we have not physically moved in. The latest litigation update is that the court hearing has been rescheduled to May 22, 2019. Upon learning of the cease and desist order, monthly

lease payments of \$20,237 as well as payment for the tenant improvement costs have been put on hold. To date, \$50,898 comprised of December and January rent, and \$10,424 for one month of rental furniture costs that was installed at the request of the Council District, has been paid. Unpaid rent payments totaling \$101,185 for February through June, and \$284,072 for TI's are included in the \$51,235 projected deficit.

**6030 Deficit: (\$51,235)**

5577 N. Figueroa

Higher than budgeted CAM costs for a renegotiated CD1 field office.

**6030 Deficit: (\$14,895)**

Various Leases

Net sum of savings/increases from several leases due to normal fluctuations in utilities, HVAC, parking, and Common Area Maintenance (CAM) costs.

**6030 Deficit: (\$25,544)**

WLA Municipal Building Tenant Improvement

On October 25, 2018 the MFC directed GSD to use \$20,000 from Leasing Account savings to partially fund Tenant Improvements for Congressman Ted Liu, 33rd Congressional District field office at the West Los Angeles Municipal Building located at 1645 Corinth Ave.

**6030 Expense: (\$20,000)**

SPECIAL FUND REVERSION

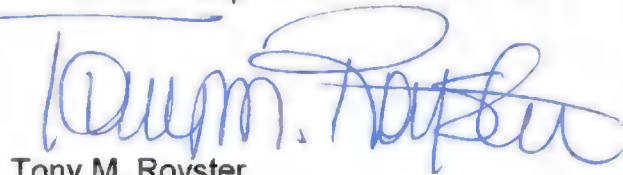
ITA Telecommunication Sites

Telecommunication sites funded by TDA and DWP. Due to a FY 2018-19 budget oversight, ITA allocated TDA funds for DWP's portion of a lease. GSD will hold the excess TDA special funds for reversion at year end.

**6030 Reversion: \$27,208**

RECOMMENDATION

That the Municipal Facilities Committee note and file this report.



Tony M. Royster  
General Manager

Attachment: 4th Qtr Summary Spreadsheet

**FOURTH QUARTER OPTIMIZATION REPORT AND  
LEASING ACCOUNT UPDATE  
FISCAL YEAR 2018-19**

<b>Leasing Account Summary</b>	
Approved 6030 Budget	\$14,841,154
Projected Lease Expense	\$14,734,823
Total Projected Surplus/Deficit	\$106,330
GF Surplus/(Deficit)	\$79,122
SF Surplus/Deficit	--
SF Held for Reversion*	\$27,208

<b>Detail</b>				
LEASE ADDRESS	REASON	6030 BUDGET	REVISED EXPENSE	SURPLUS/ (DEFICIT)
FS 112, 49, 40	Revised budget. \$870K Transfer to the Field Equipment account.	\$71,417	\$64,391	\$7,026
1968 Adams - CD8/LABDS	CD8 TI funding and occupancy date extension.	\$363,150	\$89,775	\$273,375
220 Spring St	Reduced parking usage	\$487,500	\$451,500	\$36,000
New Flex Industrial Space	Lower than budgeted CAM costs	\$420,360	\$389,194	\$31,166
350 S Figueroa	2017 & Jan-Jul 2018 CAM reconciliation	\$470,830	551,010.90	(\$80,181)
100 Main St		\$2,562,155	\$2,638,745	(\$76,590)
5401 Crenshaw - CD8	CD8 requested additional TI's	\$308,850	\$360,085	(\$51,235)
5577 N. Figueroa	Higher than anticipated CAM	\$100,394	\$115,289	(\$14,895)
Various Leases	Net sum of fluctuating costs (CAM, Utilities, HVAC, Sundries)	\$7,799,296	7,824,840.11	(\$25,544)
1645 Corinth	WLA Municipal Building - 33rd Congressional District Office TI's	\$0	\$20,000	(\$20,000)
TDA Special Fund Reversion*	TDA fund allocation exceeded funding amount	\$161,608	\$134,400	\$27,208
<b>Total Net Changes</b>				<b>\$106,330</b>
<b>Projected Lease Expense</b>				<b>\$14,734,823</b>

\* Telecommunications Development Account special funds to be reverted at year-end.

**CITY OF LOS ANGELES**  
INTERDEPARTMENTAL CORRESPONDENCE

Date: 5/28/2019

To: Municipal Facilities Committee

From: Bureau of Engineering

**REQUEST FOR AUTHORITY TO INITIATE DESIGN FOR RENOVATION OF THE OLD FIRE STATION #39  
LOCATED AT 14415 SYLVAN ST, VAN NUYS**

**RECOMMENDATIONS**

1. Authorize BOE to begin design and construction of the second-floor dispatch center with a budget authority of \$600,000, which includes contingency.
2. Authorize the re-purposing of \$100,000. From MICLA funding for Fire Station #88 to the old Fire Station #39.

**TRANSMITTALS**

No. 1 Fire Station 39- Summary of Field Investigation

**DISCUSSION**

***Background***

The Los Angeles Fire Department (LAFD) is in the process of vacating the old Station 39 (Station). A new, modern fire station is currently under construction at 14615 Oxnard Street. It is anticipated that the new station will be complete in the summer of 2019. Council District 6 has asked LAFD to evaluate the condition of the existing Station building for the use as a Fire Department dispatch center on the second floor and a commercial facility and community room partially on the first floor, to be used by Council District 6.

A site visit was completed on March 18th to inspect and evaluate the present condition of the facility, the findings are limited due to the limited as-built drawings. It is recommended that additional full-depth inspections, including destructive exploratory and potholing work, be undertaken to have a better assessment of the facility, this assessment will be part of a structural analysis.

The project will proceed in two phases. Phase 1 (budget of \$700,000) will include the structural analysis to investigate the condition of the existing structure and the renovation of the second floor into a dispatch center. The renovation as detailed in Transmittal No. 1, will include offices and cubicles for a Commander, a Chief, Captains and a nurse practitioner. Phase 1 will also include the renovation of the restrooms on the second floor, separating men and women. Phase 2 (preliminary budget estimate of \$2.9 million not including seismic upgrade recommended from the structural analysis)



will complete the required build out to the second-floor accommodations to include a kitchenette, renovations to the sleeping quarters, the inclusion of an elevator and the development of commercial and community amenities on the first floor. The estimated cost of the structural retrofit in Phase 2 will be dependent on the structural analysis performed in Phase 1.

#### **STATUS OF FUNDING**

Total funding in the amount of \$700,000 is available for Operations Valley Bureau (OVB) Phase I. Funding in the amount of \$600,000 is available in the 2018-19 Capital Improvement Expenditure Program (CIEP) and \$100,000 is available in the Municipal Improvements Corporation of Los Angeles (MICLA) program. The MICLA funds were appropriated in the 2017-18 Third CPR from the Public Safety annual Capital Program. These funds were previously appropriated for environmental assessments at the proposed OVB facility to be located at Fire Station No. 88 at 5101 Sepulveda Blvd (CD 4).

#### **SCHEDULE**

Phase 1 to be completed in five months from funding allocation.  
Phase 2 to be completed when appropriations are made.

Report prepared by:

The Homeless Facilities and  
Special Projects Division

Marina Quinonez  
Architect  
Phone No. (213) 485-4378

Respectfully submitted,



Allan Kawaguchi, PE

Principal Engineer

Questions regarding this  
report may be referred to:  
Allan Kawaguchi  
Phone No. (213) 485-4687  
E-mail: [allan.kawaguchi@lacity.org](mailto:allan.kawaguchi@lacity.org)

Form Revised: 12/03/2018

# FIRE STATION 39

14415 Sylvan Street  
Los Angeles, 91401

4/3//2019

## COST ESTIMATE

Fire Station 39 Renovation- PHASE 1					Revised Date: 04/03/2019
First Floor Area	6,125	sf			
Second Floor Area	6,125	sf			
Total Building Area	12,250	sf			
(Bldg area is approximate, no verification has been done)					
Description	Quantity	Unit	Costs/Unit	Total	
<b>SECOND FLOOR</b>					
<b>Open Office Space (201)</b>					<b>\$ 139,705</b>
1 Demolition of Carpet	2,207	sf	\$ 15	\$ 33,105	
2 Admin. Cubicle (10X12)	9		\$ 6,000	\$ 54,000	
3 Data/Power	9		\$ 3,000	\$ 27,000	
4 Wall Build-out, doors (enclosed offices)	256	sf	\$ 100	\$ 25,600	
<b>Restrooms (207,208), Lactation room,hallway</b>					<b>\$ 130,350</b>
1 Demolition	555	sf	\$ 30	\$ 16,650	
2 Architectural Renovations	388	sf	\$ 250	\$ 97,000	
3 Tenant Improvements -	167	sf	\$ 100	\$ 16,700	
Hallway, Lactation Room					
<b>Other</b>					<b>\$ 188,200</b>
1 HazMat Survey & Removal	2,764	sf	\$ 50	\$ 138,200	
2 Structural Analysis- Seismic Retrofit				\$ 50,000	
<b>Subtotal</b>				<b>\$ 458,255</b>	
<b>30% Contingency</b>				<b>\$ 137,477</b>	
<b>Total Construction Cost</b>				<b>\$595,732</b>	

Phase I and II Total Cost= \$ 3,463,532

Phase II is pending results from the Structural Analysis in Phase I to determine scope and cost associated to the structural retrofit.

Fire Station 39 Renovation- PHASE 2					Revised Date: 04/03/2019
Description	Quantity	Unit	Costs/Unit	Total	
<b>SITE IMPROVEMENTS</b>					
<b>Demolition</b>					<b>\$ 39,900</b>
1 Handball court	900	sf	\$ 30	\$ 27,000	
2 Drying room	430	sf	\$ 30	\$ 12,900	
<b>Site Improvements</b>					
1 CMU 8' high perimeter wall	86	lf	\$ 305	\$ 26,230	\$ 26,230
<b>FIRST FLOOR</b>					
<b>Front Office (104)</b>					<b>\$ 55,740</b>
1 Demolition	558	sf	\$ 30	\$ 16,740	
2 Tenant Improvements - Build Out	390	sf	\$ 100	\$ 39,000	
<b>Restrooms (105,106)</b>					<b>\$ 33,880</b>
1 Demolition	121	sf	\$ 30	\$ 3,630	
2 Architectural Renovations	121	sf	\$ 250	\$ 30,250	
<b>SECOND FLOOR</b>					
<b>Kitchenette (202)</b>					<b>\$ 15,000</b>
1 Architectural Renovations	60	sf	\$ 250	\$ 15,000	
<b>Open Office Space (202)</b>					<b>\$ 88,340</b>
1 Secretary Cubicle (8X8)	1	ea	\$ 5,000	\$ 5,000	
2 Data/Power	1	ea	\$ 3,000	\$ 3,000	
3 Demolition- ceiling	618	sf	\$ 30	\$ 18,540	
5 Replace the ceiling, paint walls	618	sf	\$ 100	\$ 61,800	
<b>Private Restrooms (203,204)</b>					<b>\$ 222,880</b>
1 Demolition	796	sf	\$ 30	\$ 23,880	
2 Architectural Renovations	796	sf	\$ 250	\$ 199,000	
<b>Deputy Commander Office (205)</b>					<b>\$ 13,500</b>
1 Tenant Improvements - Build Out	135	sf	\$ 100	\$ 13,500	
<b>Private Restroom (211)</b>					<b>\$ 59,080</b>
1 Demolition	211	sf	\$ 30	\$ 6,330	
2 Architectural Renovations	211	sf	\$ 250	\$ 52,750	
<b>Apparatus Room</b>					
1 Tenant Improvements - Build Out	1,577	sf	\$ 100	\$ 157,700	\$ 157,700
<b>Community Room</b>					
1 Tenant Improvements - Build Out	573	sf	\$ 100	\$ 57,300	\$ 57,300
<b>Other</b>					<b>\$ 1,502,580</b>
Mechanical Upgrades	6,125	sf	\$ 75	\$ 459,375	
Electrical Upgrades	6,125	sf	\$ 65	\$ 398,125	
Data / Power Upgrades	2,207	sf	\$ 40	\$ 88,280	
HazMat Survey & Removal	2,236	sf	\$ 50	\$ 111,800	
Fire Life Safety	12,250	sf	\$ 10	\$ 122,500	
Elevator (Limited Use)	1	ea		\$ 150,000	
Elevator-Foundation/excavation		ls		\$ 50,000	
Sprinklers	12,250	sf	\$ 10	\$ 122,500	
<b>Subtotal</b>				<b>\$ 2,206,000</b>	
<b>30% Contingency</b>				<b>\$ 661,800</b>	
<b>Total Construction Cost</b>				<b>\$2,867,800</b>	

**CITY OF LOS ANGELES**  
INTERDEPARTMENTAL CORRESPONDENCE

Date: April 4th, 2019

To: Battalion Chief David Thomas

From: Allan Kawaguchi, PE, Program Manager  
Bureau of Engineering, Bond Division  
1149 S. Broadway, Suite 800  
Los Angeles, CA 90015

Subject: **FIRE STATION 39- SUMMARY OF FIELD INVESTIGATION**

Subject: Inspection Report on Fire Station #39  
Location: 14415 Sylvan Street  
Los Angeles 91401

Date of Investigation: March 18, 2019 Monday 10:00 A.M To 12:00 P.M.

**In attendance:**

Allan Kawaguchi	BOE
Robert Lomelin	BOE
Marina Quinonez	BOE
Pradeep Ranadee	BOE
Raymond Huang	BOE
Son Vuong	BOE
Melvin Agagas	BOE
Manan Bhalja	BOE
David Thomas	LAFD
Curt Klasta	LAFD
Megan Cottier	CAO

Report by: Bureau of Engineering

**Background:**

LAFD is in the process of vacating the old station 39 since the new location is approaching completion. Council District 6 has asked LAFD to evaluate the condition of the existing building for the use of a dispatch center on the second floor and a commercial facility on the first floor.

The purpose of the site visit was to inspect and evaluate the present condition of the facility. CAO informed BOE that \$600,000 have been allocated for fiscal year 2019/20. The following findings are limited due to the limited as-built drawings. It is recommended that additional full-depth inspections, including destructive exploratory and potholing work, be undertaken to have a better assessment of the facility.

**Conclusions and Recommendations:**

Phase 1 to be completed in 4 months from NTP.  
Phase 2 to be completed in Fiscal year 2020



The items observed are listed as follows:

**1. Architectural:**

**A. Historical:**

The building, formerly known as Los Angeles Fire Station #39 Old Fire Station was built in 1919 which was replaced in 1939 on the same location .The new Fire Station was merely an Art Deco remodeling of the original neo-classical structure. It was built in the midst of the Great Depression Historic record shows that the cost is little over \$4 a square foot. Overall construction cost was \$66,514..Official opening date was July 25, 1939. The land was donated. Main Fire Station Sq. Ft area was 15,004 with the garage & storage 1,256 Sq. Ft. Hand Ball Court. 1,122 Sq.Ft. Dormitory on the second floor has 3 brass poles. It is a Historic Monument #729 for the City of Los Angeles.

**B. Permit Records & Assessment:**

Complete set of record drawings are not available. New CAD drawings to be created. Building Permits, and Violations were not provided.

**C. Roof**

Roof appears to be in good condition. No apparent signs of damage or leakages.

**D. Environmental - Hazardous Materials**

Given the age of the building, many of the building materials used during this period contain asbestos, Lead Paint & other hazardous materials. A detailed observation, survey & testing is recommended, the report should also include termite and dry rot investigation.

**E. Disabled-Access Review**

The access to the building will require a ramp that eliminates the elevation differences at the building entrances and adjacent sidewalk. In addition, an ADA compliant elevator will be required. The bathrooms are not accessible to the disabled, they will need to be re-configured to mitigate level differences between them and the access corridors. The existing stairs are at 7.5" making it difficult for ambulatory access. A detailed survey is recommended.

**F. Elevators:**

Currently there is no elevator to access the second floor. Converting this building from a fire station to a dispatch center will require the immediate inclusion of an elevator.

Recommendations: An electric limited use elevator is intended to be used in low rise buildings with low occupancy.

**D. Parking**

No parking is available for the general public. Typical office buildings per code require a certain number on side & off-site parking spaces, including disabled access parking, based on occupancy and size. Code research will be necessary to determine the parking requirements for the new program. A second phase to develop the first floor will require the demolition of the handball court to accommodate more space or a parking variance to omit the required spaces.

**E. Interior Finishes**

Due to deferred maintenance, miscellaneous roof leaks, and incomplete construction, there's quite a bit of damaged plaster in the building. The interior walls and ceilings comprise of wood lath and plaster. There are numerous cracks and holes in the walls and ceiling on the second floor. There is no finished ceiling on the first level of the building, the ceiling will need to be replaced. The existing bathroom tile has cracks, and the paint is peeled.

## **OLD FIRE STATION 39 – SITE INVESTIGATION**

PAGE 3 of 9

Recommendation: The appropriate areas should be patched and repaired, the tile finishes will need replaced. The interior will need to be designed with consideration to its' historic landmark status.

### **F. Exterior Finishes**

1) Decorative features:

2) Exterior Roll-up Doors are relatively new. Old Historic wood doors are removed by Fire Department. Old hinges are visible.

3) Exterior Plaster:

4) Windows: Wood, Single pane Vertical sliding windows. Windows appear to be original. They are in need of maintenance.

### **2. Structural:**

No structural "As-Built" drawings are available at this time. Although LADBS does not identify this building as a "Non-Ductile Concrete" (NDC) building at this time, it could however be determined so based on further research. Because the building was constructed prior to January 1977, it is very likely that it is a NDC building.

Based on the discussion with the Architect, the project will be divided into two phases.

Phase-1: If it is determined by LADBS that the structure is a NDC building, a structural evaluation will be required. The method of structural evaluation will be selected in accordance with LADBS based on the building classification (Historic vs. Non-Historic). The structural evaluation will require the following resources:

- a) Research of existing "As-Built" drawings as well as any past upgrades / retrofit performed.
- b) Utilizing a point-cloud survey or equivalent to identify the structural elements (member sizes, wall thicknesses, etc.) if no "As-Built" drawings are available.
- c) Destructive and non-destructive testing (concrete core samples, x-ray scans for rebar, etc.) for verification of material strengths and rebar spacing.

The scope of structural evaluation will identify the deficiencies per NDC ordinance and any retrofit work to address the deficiencies will be part of phase-2 scope. The estimated time for structural evaluation by SED will be 6 months for an approximate cost of \$50,000.

Phase-2: This phase will consist of the proposed tenant improvement (TI) scope of work by the Architect. If there are structural deficiencies based on the Structural Evaluation of phase-1, design drawings and calculations will be prepared for submittal to LADBS for permit to retrofit the structure in compliance with the NDC ordinance. These drawings will also include the structural work required for the proposed TI.

Not knowing the extent of the retrofit work required to comply with NDC ordinance, it is not feasible to provide a cost estimate for retrofitting the building (if necessary) at this time.

Note: The new elevator may add complexity for second floor diaphragm and for foundation for which a Geotech report will be required.

### **3. Mechanical:**

Reroute and re-balance existing 7.5 tons and 8.5 tons Roof Top Package units to condition open office and dormitory areas.

Provide a new 8 tons VRF system with Energy Recovery Ventilator to condition two small offices and conference room area.

(Upgrade 2nd floor windows to double pane low e)

Provide new roof insulation to minimum of R-30.

### **4. Plumbing:**

## **OLD FIRE STATION 39 – SITE INVESTIGATION**

PAGE 4 of 9

Install a Reduced Pressure Backflow Preventer to meet the City of Los Angeles Plumbing Code Requirements.

Provide a drain pan for the Water Heaters.

Apply for a separate Water Meter for the first floor retail space.

Relocate all plumbing fixtures to meet the ADA requirements.

Provide a Fire Sprinkler Protection System.

. Provide new plumbing for the second floor restrooms.

### **5. Fire Sprinkler:**

The building will require fire sprinklers as the second floor will have areas used as dormitories.

### **6. Electrical:**

#### **A. Power:**

##### Scope of Assessment

The scope of the assessment is limited to only the second floor of this facility. The conditions on the first floor were not analyzed. The total calculated square footage of the second floor is 6,125 SQFT, based on as-built drawings.

##### Existing Site Electrical Power

There is an existing 600A overhead electric service from a LADWP power pole, located in the alley, which is north of the building. The 600A overhead service electric meter is located in the garage building, at the northeast corner of the site. Based on the manufacturer's date code, the switchboard was built in 1977 or 1998. 1998 is more likely. The existing 600A overhead service was not part of the original design of the building. The drawings from this upgraded 600A electric service have not been discovered, as of date. Based on the 12-month electric demand from LADWP as of date, the peak electrical demand is 47,200 VA. The site is currently using 41% of the full electrical capacity.

##### Existing 2<sup>nd</sup> Floor Indoor Receptacle Plan

Both recessed and surface mounted receptacles were found throughout the second floor.

#### **B. Lighting:**

##### Existing 2<sup>nd</sup> Floor Indoor Lighting Plan

Existing ceiling mounted (surface mounted) fluorescent lights are present in the building. Some of the light fixtures and light fixture covers need repair. In general, BOE recommends upgrading the lighting system to LED, since the existing building lighting system does not provide adequate and uniform lighting throughout the spaces.

##### Existing 2<sup>nd</sup> Floor Indoor Egress Lighting Plan

A few emergency egress lights (bug eyes) were visually observed throughout the space. A comprehensive emergency egress lighting plan will need to be installed.

##### Existing Outdoor Lighting Plan

If funding permits, BOE recommends upgrading the outdoor lighting

#### **C. Telecommunication:**

##### Existing 2<sup>nd</sup> Floor Communications Plan

A few telephone receptacles were observed throughout the space. An ethernet communications plan will need to be installed to support the operation of offices.

#### **D. Fire/Life safety:**

**OLD FIRE STATION 39 – SITE INVESTIGATION**  
**PAGE 5 of 9**

There is no sprinkler system in the building. Smoke detectors were not found.

**F: Photographs:**

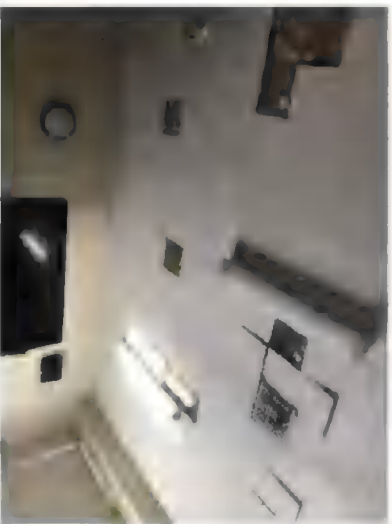
Add all photos with labels



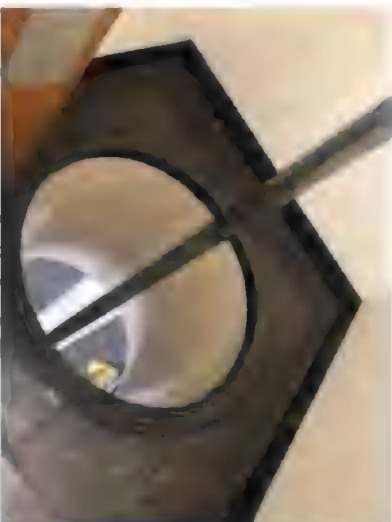
Neo Classical Structure (1919)



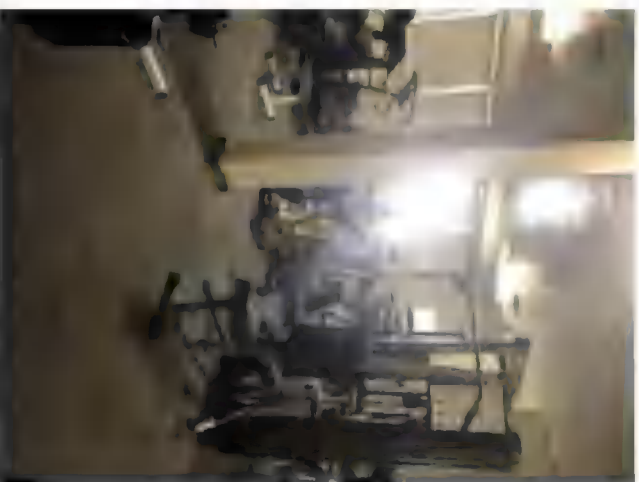
Art Deco (1939)



Existing ceiling in TV Room



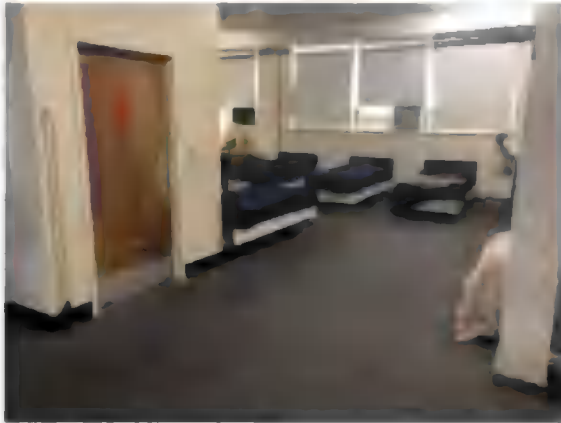
Enclosed pole



# OLD FIRE STATION 39 – SITE INVESTIGATION

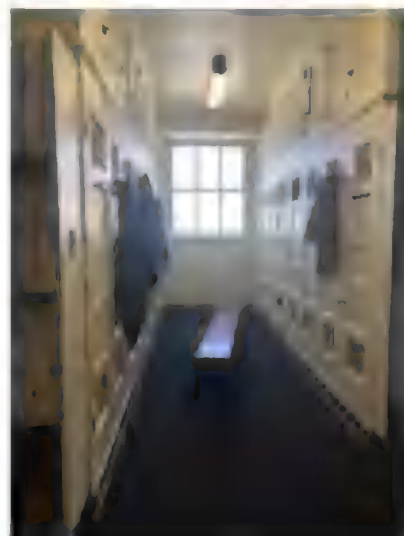
PAGE 6 of 9

Existing Sleeping Area

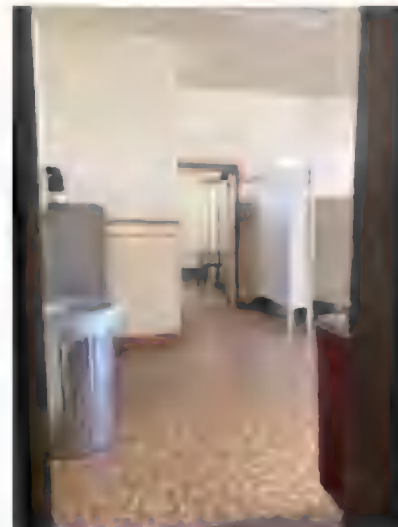


Existing sleeping area

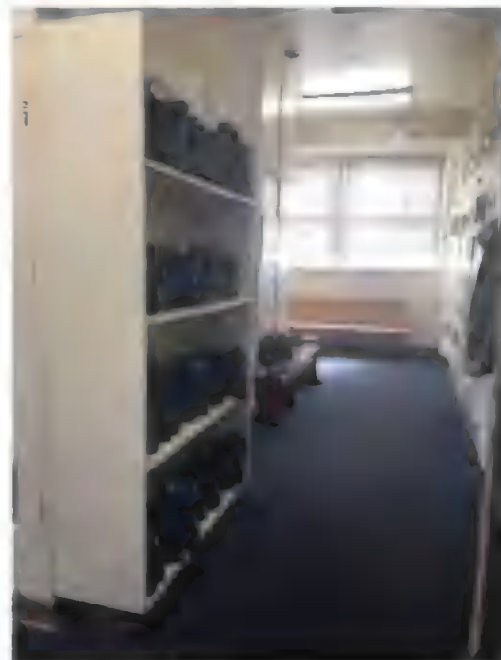
Existing Gym



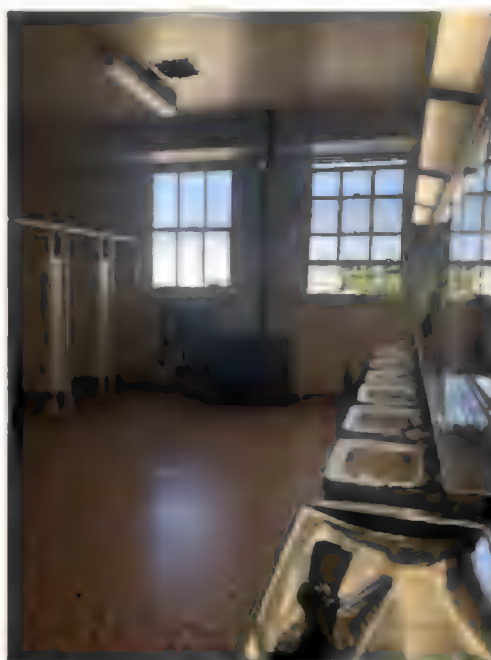
Locker Room



Shared Restroom

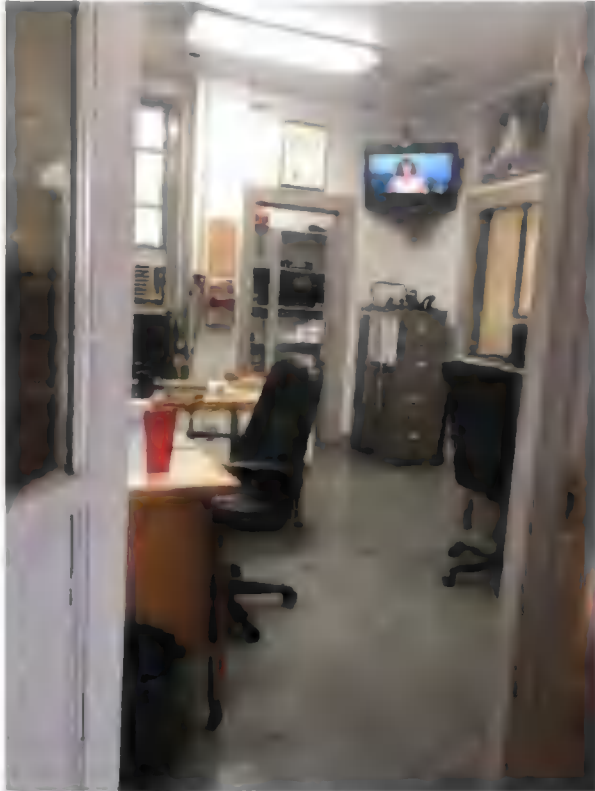


Locker Room

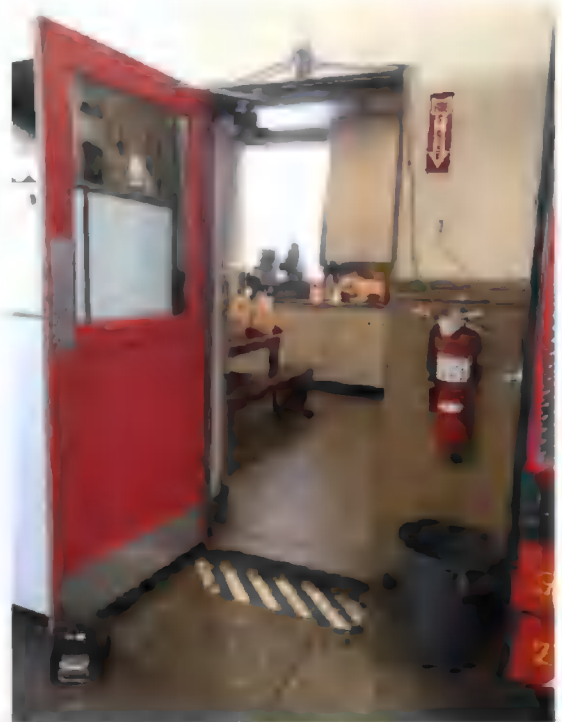


Shared Restroom

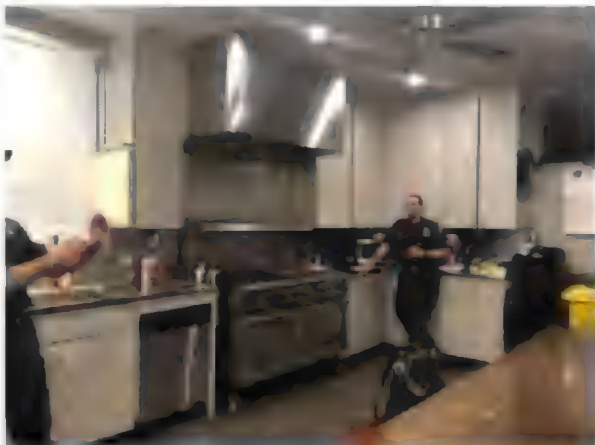




**First Floor Office**



**Kitchen to Apparatus Room**



**Existing Kitchen**



**Roof top**



TTLB TEMPLATE REVISION DATE: 02/2013  
FILE PATH: Q:\in-House-Design\IFS #39\IFS 39.rvt  
SHEET ISSUE DATE: 03/27/19

THE CITY OF LOS ANGELES OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

PROJECT STATUS  
PROJECT ISSUE DATE: 03/27/19  
PROJECT ISSUE DATE: 03/27/19

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

M L K J I H G F E D C B A

ALLEY

COURTYARD

ENCLOSED HANDBALL COURTS

DRYING RM.

RESERVE VEHICLE GARAGE

WORK RM.

HOSE TOWER

103

110 SF

CLOSET

110

57 SF

HEATER RM.

109

91 SF

COOKS RM.

108

259 SF

CAPT. RM.

107

145 SF

W.C.

106

121 SF

LOBBY

104

505 SF

APPARATUS ROOM

100

4347 SF

FIRE PREVENTION OFFICE

101

263 SF

CHIEF'S RM.

102

201 SF

AIRCRAFT WARNING TOWER

SYLVAN STREET

EXISTING FIRST FLOOR PLAN

SCALE: 1" = 10'-0"

Department Legend

LA FIRE DEPT.

NOT IN SCOPE

OUTDOOR COURTYARD

ALLEY

COURTYARD

ENCLOSED HANDBALL COURTS

DRYING RM.

RESERVE VEHICLE GARAGE

WORK RM.

HOSE TOWER

103

110 SF

SERVER ROOM

110

57 SF

HEATER RM.

109

91 SF

COOKS RM

108

259 SF

PRIVATE OFFICE

107

145 SF

ADA GENDER NEUTRAL RESTROOM

106

59 SF

W.C.

105

48 SF

ELEVATOR

010

42 SF

COMMUNITY ROOM

114

573 SF

NEW TENANT SPACE

100B

2137 SF

FIRE DEPT SPACE

100A

1577 SF

NEW TENANT OFFICE / RR

120

572 SF

LOBBY

104

344 SF

AIRCRAFT WARNING TOWER

SYLVAN STREET

PROPOSED FIRST FLOOR PLAN

SCALE: 1" = 10'-0"

Department Legend

CD6 / TENANT SPACE (3,305 S.F.)

COMMUNITY SPACE (573 S.F.)

LA FIRE DEPT. (2,709 S.F.)

NOT IN SCOPE

OUTDOOR COURTYARD

ALLEY

COURTYARD

ENCLOSED HANDBALL COURTS

DRYING RM.

RESERVE VEHICLE GARAGE

WORK RM.

HOSE TOWER

103

110 SF

SERVER ROOM

110

57 SF

HEATER RM.

109

91 SF

COOKS RM

108

259 SF

PRIVATE OFFICE

107

145 SF

ADA GENDER NEUTRAL RESTROOM

106

59 SF

W.C.

105

48 SF

ELEVATOR

010

42 SF

COMMUNITY ROOM

114

573 SF

NEW TENANT SPACE

100B

2137 SF

FIRE DEPT SPACE

100A

1577 SF

NEW TENANT OFFICE / RR

120

572 SF

LOBBY

104

344 SF

AIRCRAFT WARNING TOWER

SYLVAN STREET

PROPOSED FIRST FLOOR PLAN

SCALE: 1" = 10'-0"

Department Legend

CD6 / TENANT SPACE (3,305 S.F.)

COMMUNITY SPACE (573 S.F.)

LA FIRE DEPT. (2,709 S.F.)

NOT IN SCOPE

OUTDOOR COURTYARD

ALLEY

COURTYARD

ENCLOSED HANDBALL COURTS

DRYING RM.

RESERVE VEHICLE GARAGE

WORK RM.

HOSE TOWER

103

110 SF

SERVER ROOM

110

57 SF

HEATER RM.

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91 SF

COOKS RM

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PRIVATE OFFICE

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NEW TENANT OFFICE / RR

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572 SF

LOBBY

104

344 SF

AIRCRAFT WARNING TOWER

SYLVAN STREET

PROPOSED FIRST FLOOR PLAN

SCALE: 1" = 10'-0"

Department Legend

CD6 / TENANT SPACE (3,305 S.F.)

COMMUNITY SPACE (573 S.F.)

LA FIRE DEPT. (2,709 S.F.)

NOT IN SCOPE

OUTDOOR COURTYARD

ALLEY

COURTYARD

ENCLOSED HANDBALL COURTS

DRYING RM.

RESERVE VEHICLE GARAGE

WORK RM.

HOSE TOWER

103

110 SF

SERVER ROOM

110

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HEATER RM.

109

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COOKS RM

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PRIVATE OFFICE

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ADA GENDER NEUTRAL RESTROOM

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W.C.

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48 SF

ELEVATOR

010

42 SF

COMMUNITY ROOM

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573 SF

NEW TENANT SPACE

100B

2137 SF

FIRE DEPT SPACE

100A

1577 SF

NEW TENANT OFFICE / RR

120

572 SF

LOBBY

104

344 SF

AIRCRAFT WARNING TOWER

SYLVAN STREET

PROPOSED FIRST FLOOR PLAN

SCALE: 1" = 10'-0"

Department Legend

CD6 / TENANT SPACE (3,305 S.F.)

COMMUNITY SPACE (573 S.F.)

LA FIRE DEPT. (2,709 S.F.)

NOT IN SCOPE

OUTDOOR COURTYARD

ALLEY

COURTYARD

ENCLOSED HANDBALL COURTS

DRYING RM.

RESERVE VEHICLE GARAGE

WORK RM.

HOSE TOWER

103

110 SF

SERVER ROOM

110

57 SF

HEATER RM.

109

91 SF

COOKS RM

108

259 SF

PRIVATE OFFICE

107

145 SF

ADA GENDER NEUTRAL RESTROOM

106

59 SF

W.C.

105

48 SF

ELEVATOR

010

42 SF

COMMUNITY ROOM

114

573 SF

NEW TENANT SPACE

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NEW TENANT OFFICE / RR

120

572 SF

LOBBY

104

344 SF

AIRCRAFT WARNING TOWER

SYLVAN STREET

PROPOSED FIRST FLOOR PLAN

SCALE: 1" = 10'-0"

Department Legend

CD6 / TENANT SPACE (3,305 S.F.)

COMMUNITY SPACE (573 S.F.)

LA FIRE DEPT. (2,709 S.F.)

NOT IN SCOPE

OUTDOOR COURTYARD

ALLEY

COURTYARD

ENCLOSED HANDBALL COURTS

DRYING RM.

RESERVE VEHICLE GARAGE

WORK RM.

HOSE TOWER

103

110 SF

SERVER ROOM

110

57 SF

HEATER RM.

109

91 SF

COOKS RM

108

259 SF

PRIVATE OFFICE

107

145 SF

ADA GENDER NEUTRAL RESTROOM

106

59 SF

W.C.

105

48 SF

ELEVATOR

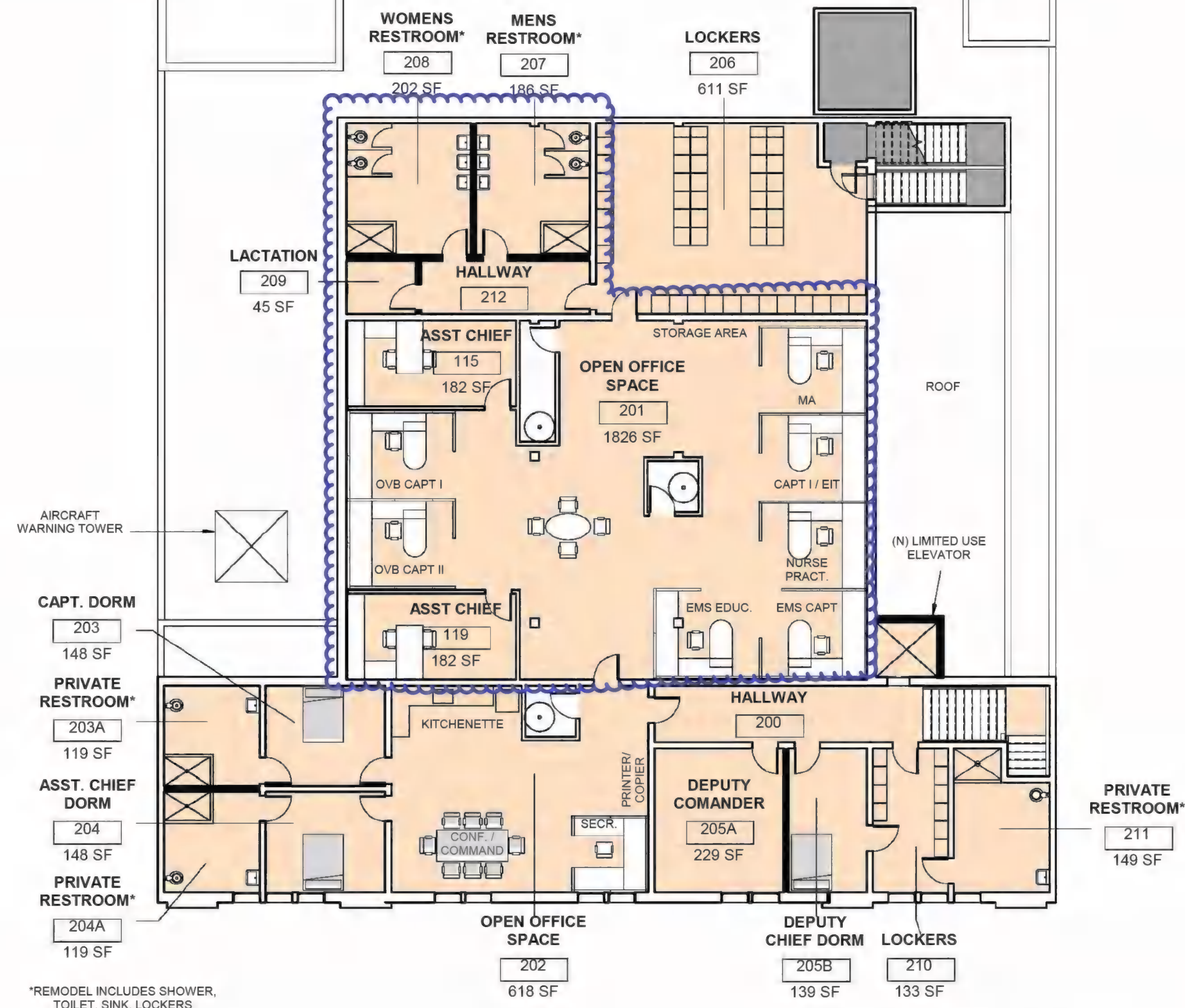
010

42 SF

COMMUNITY ROOM

114







## PROPOSED SECOND FLOOR PLAN

SCALE: 1" = 10'-0"

### Department Legend

 LA FIRE DEPT. (5,365 S.F.)

 NOT IN SCOPE



RECOMMENDED  
SCOPE OF WORK  
FOR PHASE I





Alley Access



Rear Exterior Courtyard (underground tank location)

### **RECOMMENDED SCOPE OF WORK**

Budget for Phase 1: \$600,000.

#### **Phase 1**

##### **UPSTAIRS**

- Separate female and Male restroom/shower, locker room facility – need 4 lockers
- Lactation room
- Upstairs Copy Room (120 ft<sup>2</sup>)

##### **Upstairs Offices:**

- Deputy Commander (250 ft<sup>2</sup>)
- 2 Assistant Chief (180 ft<sup>2</sup> each)
- Capt I/EIT (120 ft<sup>2</sup> semi-private)
- OVB Capt II (bet 120 ft<sup>2</sup> and 160 ft<sup>2</sup>)
- OVB Capt I (bet 120 ft<sup>2</sup> and 160 ft<sup>2</sup>)
- MA (120 ft<sup>2</sup> – semi-private)
- EMS Capt (bet 120 ft<sup>2</sup> and 160 ft<sup>2</sup>)
- EMS Educator (120 ft<sup>2</sup> – semi-private)
- Nurse Practitioner (bet 120 ft<sup>2</sup> and 160 ft<sup>2</sup>)

#### **Phase 2**

- Structural Analysis

##### **DOWNSTAIRS**

- Elevator
- A division wall separating the Dispatch Center and the future use.
- Community Room
- Parking: Need parking for Command 42
- Add server room
- Keep kitchen as is

## **OLD FIRE STATION 39 – SITE INVESTIGATION**

PAGE 9 of 9

- Maintain/establish front office and open office
- ADA/Gender neutral publicly accessible restroom

### **UPSTAIRS**

- Stand-alone Locker, Shower, Toilet and Sink and Dorm for the Deputy Chief – Need 1 locker for Bureau Commander
- Stand-alone Locker, Shower, Toilet and Sink and Dorm for Assistant Chief – Need 4 lockers for Command 42
- Stand-alone Shower, Toilet and Sink dorm for Captain – need 4 lockers
- Kitchenette – sink, coffee pot, microwave and fridge (200 ft<sup>2</sup>)
- Conference Room/Area Command (17x22 ft<sup>2</sup> min)
- Upstairs Storage Room (120 ft<sup>2</sup> min)
- Secretary (bet 96 ft<sup>2</sup> and 120 ft<sup>2</sup>)

### **SITE WORK**

- Demolition of enclosed handball court
- Demolition of Drying room
- Addition of CMU wall to enclose the rear.

### **Additional Scope- Constructed in Phase 2 or later. (West portion of 1<sup>st</sup> floor)**

- Retail/Commercial/Community
- Scope and cost to be developed.

Cc:

Gary Lee Moore, City Engineer  
Deborah Weintraub, Chief Deputy  
Ralph Terrazas, Fire Chief  
Megan Cottier, CAO  
Curt Klasta, Battalion Chief

REPORT FROM

## OFFICE OF THE CITY ADMINISTRATIVE OFFICER

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Date: May 24, 2019

CAO File No. 0220-05565-0003

Council File No. 12-1549

Council District: All

To: Municipal Facilities Committee

From: Richard H. Llewellyn, Jr., City Administrative Officer 

Reference: Asset Management Strategic Planning Unit (C.F. 12-1549)

Subject: **REQUEST FOR APPROVAL TO RE-ESTABLISH THE PRE-QUALIFIED CONSULTANTS PANEL OF REAL ESTATE AND ECONOMIC DEVELOPMENT PROFESSIONALS PERFORMING ASSET MANAGEMENT PLANNING AND ECONOMIC DEVELOPMENT SERVICES**

---

### RECOMMENDATIONS

That the Municipal Facilities Committee:

1. Approve the List of Pre-Qualified Real Estate and Economic Development Consultants (Attachment A) identified through the April 1, 2019 Request for Qualifications (RFQ) for three years plus two one-year extensions, and the List of Pre-Qualified Real Estate Consultant Service Areas (Attachment B) enumerated in the RFQ;
2. Authorize the City Administrative Officer (CAO), or designee, to solicit bids from and execute contracts with pre-qualified firms on an as-needed basis, subject to compliance with the City's contracting policies, approval of the City Attorney as to form, and funding availability;
3. Authorize the General Managers for departments working in asset management and economic development, or designees, to solicit bids from and execute contracts with pre-qualified firms on an as-needed basis, subject to compliance with the City's contracting policies, approval of the City Attorney as to form, and funding availability;
4. Authorize the CAO to augment the list as needed by issuing interim solicitations within the term of the list and to report on those updates to the Municipal Facilities Committee; and
5. Authorize the CAO to make technical corrections, as necessary.

### SUMMARY

On March 28, 2019, the Municipal Facilities Committee (MFC) authorized the Office of the City Administrative Officer (CAO) to issue a request for qualifications to re-establish the pre-qualified list of real estate and economic development consultants performing services for asset management

planning and economic development for a three-year term, with two one-year extension options. The request was authorized with an abbreviated timeline because the current pre-qualified list, approved by Council in 2014, is set to expire June 23, 2019 (C.F. 12-1549) and the MFC wanted to ensure against any lapse in the availability of a qualified bench of consultants. Council approval is now required to establish the new list.

#### Request for Qualifications

The CAO released its RFQ on April 1, 2019 via the City's Business Assistance Virtual Network (BAVN). A mandatory pre-submittal conference was held on April 16, 2019, with 100 attendees participating in-person and via conference call. All questions and answers related to the process and from the pre-submittal conference were posted by April 30, 2019 for review by all proposing firms on BAVN. The original RFQ deadline for submittals of May 9, 2019, was changed to May 15, 2019 to allow responders more time to complete the City's business outreach and submit their statements of qualifications. The CAO received 97 Statements of Qualification (SOQs) from 36 firms interested in the five service areas listed in the table in the Evaluation section of the report.

#### Evaluation of Responses

The CAO convened evaluation panels comprised of representatives from the CAO, Office of the Chief Legislative Analyst (CLA), Economic and Workforce Development Department (EWDD), Department of General Services (GSD), Housing and Community Investment Department (HCID), and the Department of City Planning (DCP) to review and score the SOQs for the five services areas. The evaluation panels conducted this work after receipt of the SOQs during May 2019. Respondents with an average score of 70 or above per service area were deemed qualified. Of the 36 firms that submitted SOQs, all are recommended for pre-qualification. The complete list of pre-qualified firms is included with this report as Attachment A – List of Prequalified Real Estate and Economic Development Consultants. The table below summarizes the number of proposals received as well as the evaluation results.

Service Area	Total SOQs Received	Total Qualified
1. Real Estate Services and Brokerage	24	24
2. Project Feasibility, Underwriting and P3	26	26
3. Economic Development Analysis	19	19
4. Community Outreach and Engagement	7	7
5. Master Planning, Site Planning and Project Management	21	21
<b>Total All Service Areas</b>	<b>97</b>	<b>97</b>

Of the 36 firms selected as pre-qualified for one or more service areas, four are certified as Women Business Enterprises (WBEs) and five are certified as Minority Business Enterprises (MBEs). All 36 firms completed the specified Business Inclusion Program (BIP) outreach component of the RFQ but may be required to complete additional outreach as part of any subsequent solicitation for bids or proposals.

### Charter Section 1022 Determination

In accordance with Charter Section 1022, the Personnel Department determined that there are civil service classifications that could potentially provide a few of the services proposed for contracting. The Personnel Department further determined, however, that due to the intermittent nature of the consulting services and the wide range of expertise required, that it would be difficult for City staff to perform the services.

### Bidding and Contracting

The pre-qualified list will be effective for a three-year initial term, with two one-year extension options with Council approval and is available to all City departments to utilize for asset management planning and economic development needs. Authority and funding to contract with consultants for real estate and economic development purposes will be entirely dependent on Council and Mayoral approval of the respective department's budgets.

Departments may issue a request for bids, information, and/or proposals to firms on the pre-qualified list on an as-needed basis. For each scope of work, bids will be requested from at least five (5) of the pre-qualified firms. The winning bidder, selected by the City department as being the most responsive and cost-effective, would be awarded a contract for each specified assignment.

All firms selected for the pre-qualified list are expected to comply with the City's insurance requirements, all applicable City Policies and may be required to do additional business inclusion outreach.

This Office will release subsequent Supplemental RFQs throughout the term in order to augment the list of pre-qualified firms or expand the scope of services. Any such proposed additions to the list of pre-qualified firms will be submitted to the Municipal Facilities Committee and the City Council for approval.

### **FISCAL IMPACT STATEMENT**

Approval of the recommendations in this report are not anticipated to have an immediate impact on the General Fund. However, selection and use of any of the services provided could likely have an impact if the purpose and funding are not already included in the City's Adopted Budget. The recommendations in this report comply with the City's Financial Policies as project funding will support project expenditures.

Attachment A – List of Pre-Qualified Real Estate and Economic Development Consultants  
Attachment B – List of Pre-Qualified Real Estate Consultant Service Areas

RHL:YC/JVW:ay:15190118

## LIST OF PRE-QUALIFIED REAL ESTATE AND ECONOMIC DEVELOPMENT CONSULTANTS

After evaluation and scoring by panels of City real estate and economic development professionals of Statements of Qualifications submitted in response to the CAO April 1, 2019 RFQ, the following firms were deemed prequalified.

[illegible]

## **List of Pre-Qualified Real Estate Consultant Service Areas**

### **1. Real Estate Services and Brokerage**

- Preparation of Real Property Appraisals and Broker Opinions of Value
- Brokerage and marketing for City-controlled properties (including leases)
- Title Report search
- Market and feasibility analysis, market research
- Commercial and Industrial surplus/leakage analysis
- Advice on marketing strategies to solicit tenants and lease structuring for City-owned properties
- Space planning and demising recommendations for City properties
- Financial advice regarding structuring of City leases
- Preparation of Requests for Proposal, Requests for Qualifications, or other solicitations for development proposals
- Relocation services
- Other related services as may be identified

### **2. Project Feasibility, Underwriting and Public/Private Partnerships**

- Land and project valuations
- Residual land value analysis
- Fair reuse value analysis
- GIS mapping services
- Evaluation of proposed TFAR transactions and associated community benefits agreements
- Pro forma analysis and underwriting for real estate development including: commercial, industrial, multi-family and affordable housing, municipal facilities, and mixed-use
- Public/private deal structuring, including alternative financing options, and assessment of equity participation
- Analysis for public/private partnerships, potentially to include developments on ground-leased City property, lease-leaseback transactions, and alternative ownership positions
- Cash flow projection and analysis, including preparation of discounted cash flow analysis for development projects
- Site- and/or development-specific revenue analysis and projections including, but not limited to, property, business, sales, utility, possessory interest, and transient occupancy taxes
- Commercial and Industrial surplus/leakage analysis
- Fiscal impact analysis
- Ground lease structuring
- Assistance in developer negotiations
- Other related services as may be identified

### **3. Economic Development Analysis**

- Economic development analysis and strategies for retail, commercial, and industrial land use
- Strategies for community revitalization
- GIS mapping services
- Sector-based strategies for economic development
- Development of business incubation strategies and programs
- Business district strategies and programs for business retention, expansion, and attraction
- Other related services **as** may be identified

### **4. Community Outreach and Engagement**

- Organize and conduct community outreach meetings
- Prepare and distribute outreach materials
- Prepare and administer opinion survey or polling instruments
- Other related services **as** may be identified

### **5. Master Planning, ~~Site~~ Planning and Project Management**

- Master planning for City-owned properties
- Site planning and development feasibility
- Structural analysis of existing City buildings, with respect to capacity for re-use or rehabilitation
- Parking analysis regarding demand, supply, and strategies for optimization
- Evaluation of environmental and hazardous materials in existing buildings, and preliminary budgeting for remediation
- Project negotiation/project management services for development projects
- Plan, coordinate and provide general and technical oversight of all project components
- Land surveys
- Other related services **as** may be identified



TO: MAYOR AND CITY COUNCIL  
FROM: DEPARTMENT OF  
CITY PLANNING  
CITY PLANNING DEPARTMENT

CANDIDATE



PERMISSION TO  
CANDIDATE

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May 10, 2018

Honorable City Council  
City Hall  
City Clerk  
Room 205, City Hall  
Los Angeles, CA 90012

Attention: City of Los Angeles Department of Planning

**REQUEST FOR PROPOSALS TO PROVIDE HOUSING FOR THE CITY OF LOS ANGELES**

The Department of General Services (DGS) requests proposals for the construction and development of a new City of Los Angeles County Metropolitan Transit Authority (LAMTA) rail station and transit facility located at the intersection of the 10th Street and Broadway in the City of Los Angeles. The project is located in the City of Los Angeles, California, and is a part of the City of Los Angeles' transportation program.

**PROJECT DESCRIPTION**

The project is located at the intersection of the 10th Street and Broadway in the City of Los Angeles. The project is a part of the City of Los Angeles' transportation program and is a part of the City of Los Angeles' transportation program. The project is a part of the City of Los Angeles' transportation program and is a part of the City of Los Angeles' transportation program.

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The project design plan is comprised of a new single-story modular membrane structure, which will accommodate up to 100 beds, and nine youth trailers, which will house approximately 54 beds. Also included are: 2 hygiene trailers, storage containers, a free-standing shade structure, an administration trailer, an exterior dining area and storage for approximately 154 60-gallon bins. An outdoor pet area, bike racks, a smoking area and general open space are also elements of the project design plan. There will be 20 parking spaces on the site.

The lease will allow the City to sub-lease to a site operator, with written consent from Metro. The proposed project will be operated by the non-profit program services provider People Assisting The Homeless (PATH) pursuant to a service contract with the Los Angeles Homeless Services Authority (LAHSA). PATH will sublease the site from the City and will be contractually obliged, through its services contract with LAHSA, to adhere to LAHSA's 'A Bridge Home Projects' Scope of Required Services, Facility Standards and Program Standards documentation. Full staff will be onsite during daytime operational hours to provide services. The site will be continuously staffed, 24 hours a day, with security personnel provided by PATH. The primary beneficiaries of the project will be the local homeless community and the public.

GSD will report back to the Municipal Facilities Committee and Council in a subsequent report, including funding sources for operation, for the sub-lease with PATH.

In Lease negotiations, GSD will seek to ensure that any delay in placing a subtenant service provider in the facility will not constitute a breach of the site lease. Also, GSD will seek to ensure that calculation of the 3-year term will commence when a certificate of occupancy is acquired.

### **FUNDING**

The City Council and the Mayor declared a shelter crisis in the City of as of April 2018. In the 2018-19 Adopted Budget the Mayor and City Council allocated \$20 million to the Crisis and Bridge Housing Fund to establish temporary crisis and bridge housing facilities. The goal of this fund is to add 50-100 new beds per Council District. Additionally, \$45 million has also been allocated within the City Homeless Emergency Aid Program (HEAP) allocation from the State of California and \$10 million was included in the Unappropriated Balance (Homeless Services Program) to augment sites with costs that exceed the \$1.33 million limit per Council District set by the Crisis and Bridge Housing Fund.

This facility on Sunset has been identified as the optimal site within CD 11, and these sources of funds will contribute to the cost of the construction project, estimated at \$7.6 million. On December 11, 2018, the City Council adopted a motion authorizing \$5 million in funding for this project (C.F. 18-0510). The remainder of the funding will come from a \$3 million California Community Foundation grant approved by the Council on March 10, 2019 (C.F. 18-0510).

### **MAINTENANCE**

The CAO advises a maintenance fund will be established with the Crisis and Bridge Housing Fund or California Homeless Emergency Aid Program funds for major building and site systems such as structural foundation, sewer, roof, HVAC, plumbing, electrical and fire, life, safety systems. GSD would be responsible for the major maintenance of the facility.

The operator, once established, will provide basic and routine maintenance and repairs throughout the site.

**COMMUNICATION, MOVING, FURNITURE EXPENSE**

The City pays for the Furniture, Fixtures and Other Equipment (FF&E) required to provide services at the facility (C.F. 18-0510). Either the service provider or the City will procure the furniture and fixtures. The service provider will also provide communication data, staff phones and moving expenses.

The lease will contain the following:

**TERMS AND CONDITIONS**

LOCATION:	100 Sunset Avenue, Venice, CA 90293
LANDLORD:	Los Angeles County Metropolitan Transit Authority (LA Metro)
USE:	Residential transitional housing for homeless
SITE SQUARE FEET:	Approximately 136,157 total square feet (3.13 Acres)
PROJECT SQUARE FEET:	Approximately 70,000 Square Feet
RATE:	Zero
ADDITIONAL RENT:	Both landlord and tenant are self-insured and exempt from property taxes
TERM:	Three years
ESCALATIONS:	None
OPTION TERM:	None
HOLDOVER:	Month to month, at landlord discretion, zero rent
SECURITY DEPOSIT:	N/A
UTILITIES:	Paid by sub-tenant
PARKING:	On site at no extra cost
SUB-LET:	Permitted with written approval by landlord
TENANT IMPROVEMENTS:	Provided by the tenant, including fence or wall construction
CUSTODIAL:	Provided by the sub-tenant
MAINTENANCE:	Tenant to maintain major building systems, including heating, ventilation, air conditioning, water heaters, fire alarm and sprinkler systems (includes exterior walls, structural, roof, plumbing and electrical systems) . Tenant will provide written documentation as

to level and frequency of maintenance with specific direction if portable hygiene facilities are brought on site. Sub-tenant provides basic and routine daily maintenance and repairs within the facility.

**INDEMNIFICATION:** Complete indemnification from the tenant. Tenant is self-insured. (See attached Exhibit B).

**SECURITIZATION:** Normally a security deposit (guaranteeing clean-up) in terms of a Cash Bond or Letter of Credit would be required. In this situation, that requirement will be waived providing, in the agreement, the tenant states explicitly that it will warrant the sites will be cleaned when the operation ceases. A written security plan shall be provided to LA Metro Security. LA Metro has to approve the plan.

**SITE ACCESS:** Tenant agrees to allow LA Metro access to the site at any time during the duration of the Agreement.

**TERMINATION:** MTA shall have the right to terminate this Lease by delivering sixty (60) days' prior written notice to Tenant, provided that MTA, in its sole, reasonable judgment, determines that it then may require possession of the Premises for its primary, transportation related purposes.

#### **FISCAL IMPACT**

The cost to construct this project is estimated to be \$7.6 million. The Council and Mayor previously approved funding to finance this project as follows: \$2.8 million from Homeless Services Program Fund, \$1.3 million from the Crisis and Bridge Housing Fund, \$815,011 from the Homeless Emergency Aid Program Grant Fund; and \$3 million in grant funds from the California Community Foundation

#### **RECOMMENDATION**

That the Los Angeles City Council authorizes the Department of General Services to negotiate and execute a lease with the Los Angeles County Metropolitan Transit Authority for 100 Sunset Avenue, Venice, CA 90293, under the terms and conditions as substantially outlined in this report.



Tony M. Reyster  
General Manager

**EXHIBIT A**

(100 Sunset Site Plan)

